

97 00357

AN ELEMENT OF THE PACIFIC GROVE LOCAL COASTAL PROGRAM

PACIFIC GROVE COASTAL PARKS PLAN



INSTITUTE OF GOVERNMENTAL
STUDIES LIBRARY

APR 14 1997

MARCH 1997

UNIVERSITY OF CALIFORNIA



Digitized by the Internet Archive
in 2025 with funding from
State of California and California State Library

<https://archive.org/details/C124916155>

AN ELEMENT OF THE PACIFIC GROVE LOCAL COASTAL PROGRAM

PACIFIC GROVE COASTAL PARKS PLAN

Prepared by

COMMUNITY DEVELOPMENT DEPARTMENT
CITY OF PACIFIC GROVE

Consultants

SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers

Adopted by

PACIFIC GROVE CITY COUNCIL

March 5, 1997

This publication was prepared with financial assistance from the Office of Ocean and Coastal Resource Management, National Oceanic and Atmospheric Administration, under the provisions of the Federal Coastal Zone Management Act of 1972, as amended, and from the California Coastal Commission, under the provisions of the California Coastal Act of 1976.

ACKNOWLEDGMENTS

CITY COUNCIL *as of date of adoption*

Sandra L. Koffman, Mayor
Robert E. Davis, Mayor Pro Tem
James W. Costello
Morris G. Fisher
Steve Honegger
Robert Huitt
Christie Martine

PLANNING COMMISSION *as of date of adoption*

Mark Travaille, Chairman
Steve Covell
Daniel Davis
Heidi Feldman
Susan Goldbeck
Joseph Rock
William "Tip" Tyler

CITY STAFF

Michael W. Huse, City Manager
George Thacher, City Attorney
Anthony W. Lobay, Community Development Director
Judith MacClelland, AICP, Chief Planner
Katherine Herbig, Planning Technician
Jon Biggs, Associate Planner
Nancy Mitchell, Department Secretary

Former Councilmembers who participated in the development and review of the Coastal Parks Plan

Joseph F. Cavallaro	Florence B. Schaefer
Don Gasperson	Susan L. Whitman
Robert H. Nunn	Vern Yadon
Eleanor C. Rogge	

Former Planning Commissioners who participated in the development and review of the Coastal Parks Plan

Delbert D. Cram	Steve Honegger
Kris Franco	Barbara J. Meazell
Donald C. Griffin	David Stocker

The extensive participation of the following committees in the development and review of the Coastal Parks Plan is hereby gratefully acknowledged:

ADA Compliance Advisory Committee
Bicycle Advisory Committee
Natural Resources Committee
Shoreline Preservation Committee

CONSULTANTS

Sedway Cooke Associates
Urban and Environmental Planning and Design
Thomas Cooke, Principal
Robyn E. Anderson, Project Manager

Jo Crosby & Associates
Geotechnical Consultants

CONTENTS

1. INTRODUCTION	1	6. COASTAL RESOURCES	37
Background	3	Concept	39
The California Coastal Act	3	Guidelines	40
Pacific Grove Local Coastal Program	4	7. VISUAL QUALITY AND APPEARANCE	45
Relationship to Other Documents	5	Concept	47
Planning Process	5	Guidelines	48
Organization of the Coastal Parks Plan	6	8. ACCESS GUIDE	51
2. GOALS AND OBJECTIVES	9	Map 1: Asilomar South	53
California Coastal Act	11	Map 2: Asilomar North	57
Goals and Objectives of the		Map 3: Point Pinos	61
Pacific Grove Community	14	Map 4: Esplanade/Otter Point	65
3. TRAILS	19	Map 5: Lovers Point	69
Concept	21	Map 6: Berwick Park/Monterey Bay Aquarium	72
Guidelines	21	9. SEA WALL PROGRAM	75
4. BIKEWAYS	25	Background	77
Concept	27	Existing Sea Wall Repair Requirements	77
Guidelines	27	Other Shoreline Protection Requirements	78
5. PARKING AND CIRCULATION	31	Policies for Future Protection	79
Concept	33		
Guidelines	33		

FIGURES

1. Regional Location Map.....	6
2. Planning Area	7
3. Trails	24
4. Bikeways	29
5. Types of Bikeways.....	30
6. Parking and Circulation	35
7. Coastal Resources	43
8. Visual Quality and Appearance.....	50
9. Access Guide Location Map	52
10. Map 1: Asilomar South.....	55
11. Asilomar South, Sections A and B.....	56
12. Map 2: Asilomar North	59
13. Asilomar North, Sections C and D	60
14. Map 3: Point Pinos.....	63
15. Point Pinos, Sections E and F.....	64
16. Map 4: Esplanade/Otter Point.....	67
17. Esplanade/Otter Point, Sections G and H	68
18. Map 5: Lovers Point.....	71
19. Map 6: Berwick Park/Monterey Bay Aquarium	74

APPENDIX

ISSUES AND OPPORTUNITIES, 1991	A-1
Introduction	A-2
Findings	A-4
Major Issues	A-15
Opportunities.....	A-18

CHAPTER 1

INTRODUCTION

BACKGROUND

As illustrated in Figure 1, Pacific Grove is located 120 miles south of San Francisco on Monterey Bay. As a city along the California coast, Pacific Grove is required by state law to prepare a Local Coastal Program. A Local Coastal Program is a specific long-term management plan prepared by each of the state's 70 coastal cities and counties for its portion of the coast. The general purpose of a Local Coastal Program is to protect coastal resources and to establish guidelines for future development within the coastal zone. Together, these city and county Local Coastal Programs are intended to create a comprehensive plan for the entire California coast.

While coastal resources need to be protected, they must also be made available for the public to enjoy wherever possible. In some areas, providing public shoreline access may be inconsistent with protecting sensitive coastal resources. In other areas, public access may be limited by natural conditions such as steep topography, water and marine refuges, environmentally sensitive habitat, and scenic and archaeological resources. The City of Pacific Grove, through its Local Coastal Program, has the opportunity to achieve a balance between ensuring protection of its valuable coastal resources and maximizing public enjoyment of the coast.

THE CALIFORNIA COASTAL ACT

In November 1972, voters in the State of California approved a ballot initiative establishing the California Coastal Commission and six regional commissions. As a result of the statewide initiative, the 1976 *California Coastal Act* was enacted by the

California State Legislature to provide for the conservation and development of California's 1,100-mile coastline.

The *California Coastal Act* requires every city and county within the coastal zone to prepare a Local Coastal Program (LCP) to be submitted to and approved by the California Coastal Commission. A Local Coastal Program typically consists of a Land Use Plan and an Implementation Plan. The Land Use Plan (LUP) contains appropriate land use designations and planning policy to guide development within the coastal zone. An Implementation Plan contains the necessary regulations, ordinances, and procedures to implement the Land Use Plan.

As established in Section 30103 of the *California Coastal Act*, the coastal zone generally extends inland 1,000 yards from the mean high tide line of the sea from California's border with Oregon to the Republic of Mexico. In areas of significant coastal estuarine, habitat, and recreational value, the coastal zone extends inland to the first major ridgeline paralleling the sea or five miles from the mean high tide line of the sea, whichever is less.

As a state coastal management and regulatory agency, the California Coastal Commission was established to manage the coastal zone as a resource of statewide importance through permit authority. Section 30001.5 of the *California Coastal Act* sets forth the following basic goals for the coastal zone:

- (a) *Protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources.*
- (b) *Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.*

(c) *Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.*

(d) *Assure priority for coastal-dependent and coastal-related development over other development on the coast.*

(e) *Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.*

Until the LCP is certified by the California Coastal Commission, the Commission exercises permit control over all new development within that part of the coastal zone. Following certification, the Commission's regulatory authority is transferred to the local government, with the Commission retaining appellate jurisdiction.

PACIFIC GROVE LOCAL COASTAL PROGRAM

Incorporated in 1889, Pacific Grove encompasses almost three square miles of land and has a 1990 census population of 16,117. As illustrated in Figure 2, the Pacific Grove coastal zone extends from the Monterey Bay Aquarium on the east to the city limits on the south. The *Pacific Grove Local Coastal Program* is divided into two major plans: the *Land Use Plan* and the *Implementation Plan*.

LAND USE PLAN

The City of Pacific Grove, in coordination with the California Coastal Commission, has prepared and approved the *Pacific Grove LCP Land Use Plan*. The *Land Use Plan* was certified by the Commission on December 15, 1988, subject to modifications proposed by California Coastal Commission staff. These modifications were accepted by the Pacific Grove City Council on June 7, 1989, subject to specific clarifications agreed to by California Coastal Commission staff. As an adopted element of the *Pacific Grove General Plan*, the *Land Use Plan* contains four major sections:

- Resource Management
- Land Use and Development
- Public Facilities
- Public Shoreline Access.

Each of these sections contain general background information, describe previously existing relevant policies and regulations, and set forth new policy direction for the city.

IMPLEMENTATION PLAN

In 1989, the City of Pacific Grove began preparation of an *Implementation Plan for the Pacific Grove Local Coastal Program*, consisting of an *Implementing Ordinance* and a *Coastal Parks Plan*.

Implementing Ordinance

The *Implementing Ordinance* contains regulations to effectively implement policies found in the *Land Use Plan* on all properties within the coastal zone. These ordinances will be added to or inserted into the city zoning ordinance.

Coastal Parks Plan

The purpose of the *Coastal Parks Plan* is to establish provisions to guide the design, management, restoration, and enhancement of the coastal parks planning area consistent with state and community objectives. The *Coastal Parks Plan* is both a vision and a program for the future of the Pacific Grove shoreline. As an element of the *Implementation Plan*, the *Coastal Parks Plan* is consistent with and should be used in companion to the *Land Use Plan*.

As shown in Figure 2, the coastal parks planning area lies within the coastal zone and encompasses approximately 248 acres of land. Included are:

- Point Pinos Lighthouse Reservation, bounded by Asilomar Avenue on the east, Lighthouse Avenue on the south, and the shoreline at mean high water on the west and north. Within the Lighthouse Reservation, the City of Pacific Grove holds an easement for a 60-foot road right-of-way (Ocean View Boulevard) and a revocable license extending to the year 2012 for a municipal golf course.
- The Asilomar State Beach and Conference Grounds.
- All other land within the Pacific Grove city limits seaward of and including Ocean View Boulevard and Sunset Drive.
- The Southern Pacific right-of-way.

RELATIONSHIP TO OTHER DOCUMENTS

The *LCP Land Use Plan* is an element of the *Pacific Grove General Plan*. Within the coastal zone, the *Land Use Plan* takes precedence over the *General Plan*. When the *Land Use Plan* is silent, such as on housing issues, elements of the *General Plan* are in force. Where policies in both documents overlap or are in conflict, the policy most protective of coastal resources takes precedence.

In reviewing projects outside the coastal zone, the City will consider the effect of such projects or actions on coastal resources in order to ensure that the policies of the *LCP Land Use Plan* are achieved. The *Land Use Plan* specifies the kinds, locations, and intensities of land use and includes development policies. The *Coastal Parks Plan* focuses on public access, resource management, and visual quality and appearance.

PLANNING PROCESS

On January 24, 1991, the City of Pacific Grove held a public workshop to identify goals and objectives for the preparation of the *Coastal Parks Plan*, and to record issues raised by local residents and city staff. Based on information gathered during this workshop and field surveys, an *Issues and Opportunities* report was prepared. This report provided the analytical foundation for the *Coastal Parks Plan*.

On June 18, 1991, the City conducted a second workshop with the Trails Committee to generate design alternatives based on existing issues and opportunities. A draft *Coastal Parks Plan* was prepared during September 1991. On October 24, 1991, this draft

was presented to the community during a Trails Committee meeting and during a public workshop. Based on comments received during these workshops, the draft *Coastal Parks Plan* was revised and made available for public comment and review by the Planning Commission and City Council. Following subsequent recommendations by the Shoreline Preservation Committee, the Bicycle Advisory Committee, the ADA Compliance Advisory Committee, and the Natural Resources Committee, a revised draft was prepared in 1996.

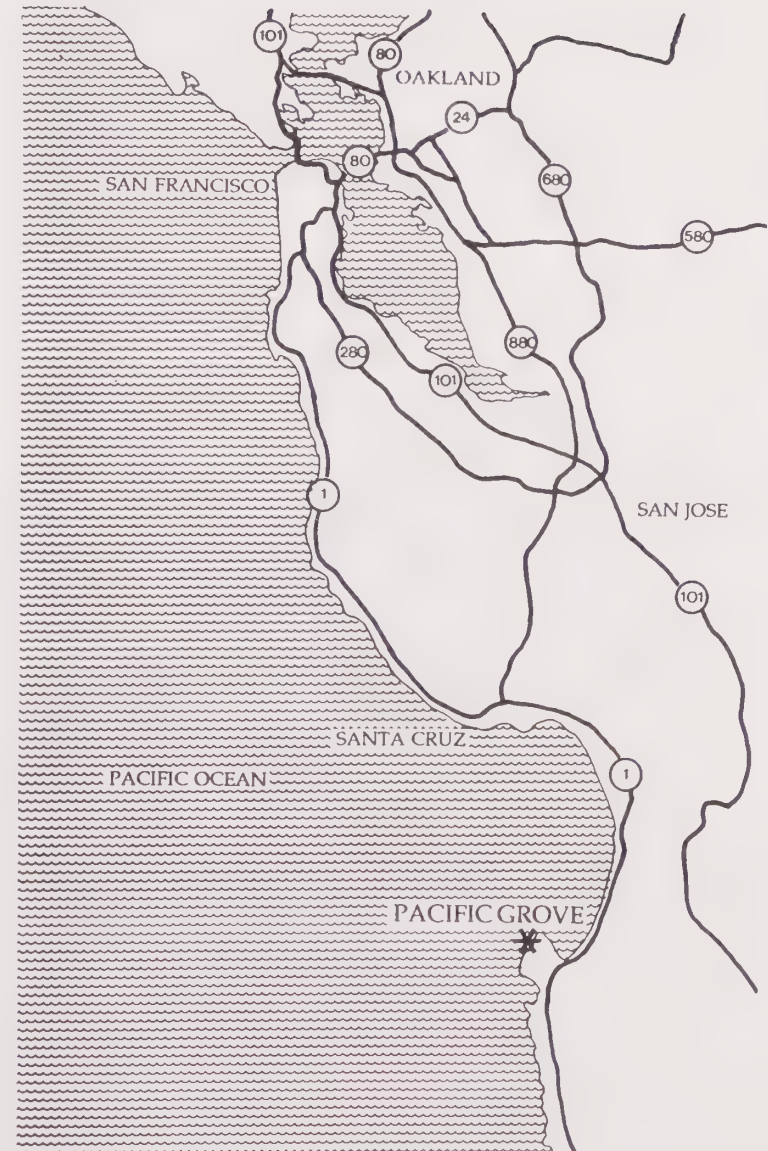
ORGANIZATION OF THE COASTAL PARKS PLAN

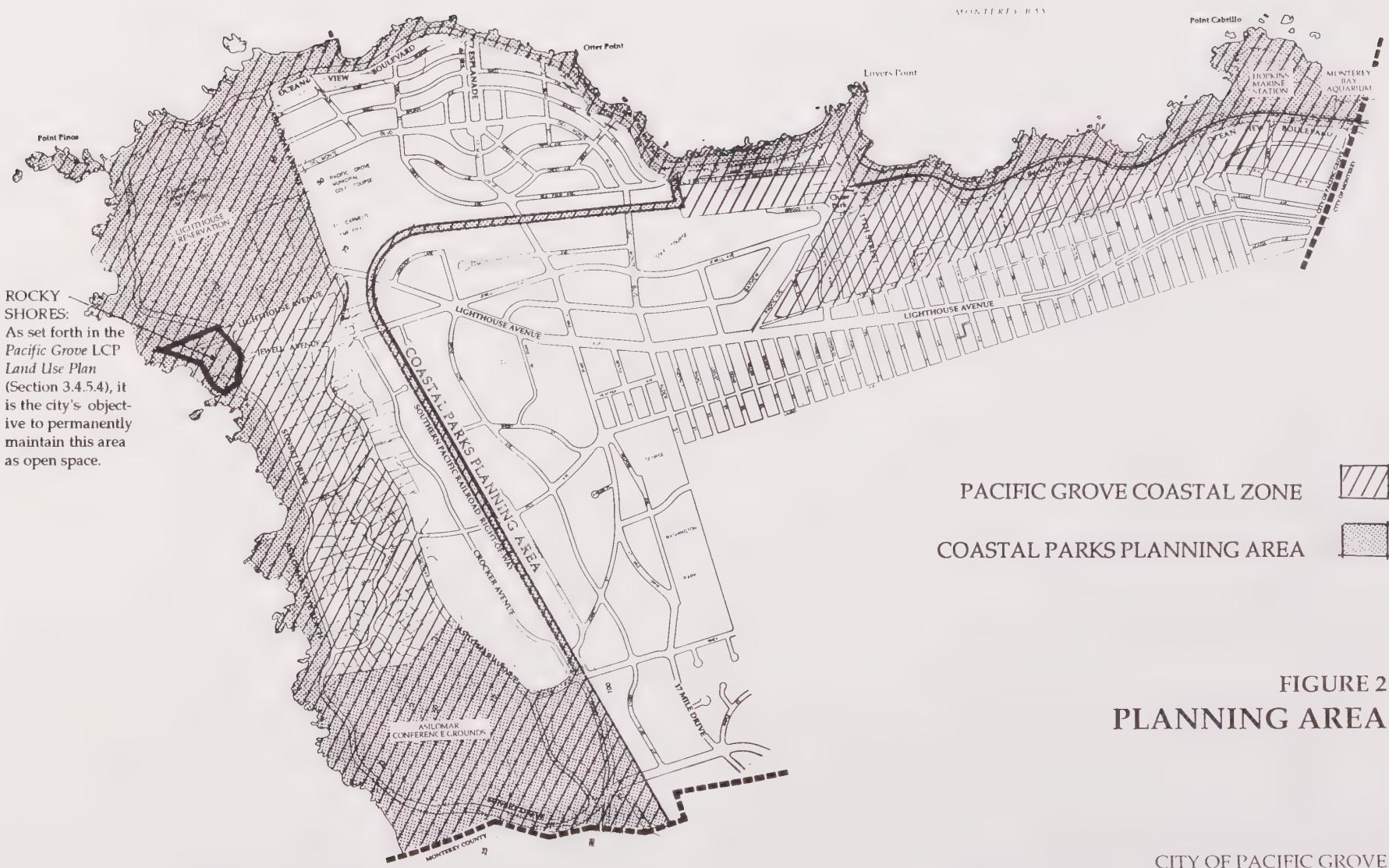
The *Coastal Parks Plan* is organized into nine chapters. Following this introduction, Chapter 2 outlines goals and policies of the *California Coastal Act* and of the Pacific Grove community. Chapters 3-7 comprise the main body of the Plan, establishing guidelines and provisions for:

- Trails
- Bikeways
- Parking and Circulation
- Coastal Resources
- Visual Quality and Appearance.

Chapter 8 establishes an Access Guide for the coast, including specific recommendations for trails, bikeways, and parking. Chapter 9 contains a Sea Wall Program. The appendix (*Issues and Opportunities*), prepared in 1991, is presented for background information only; it is not part of the adopted Coastal Parks Plan.

FIGURE 1
REGIONAL LOCATION MAP



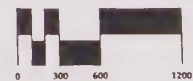


ROCKY SHORES:
As set forth in the Pacific Grove LCP Land Use Plan (Section 3.4.5.4), it is the city's objective to permanently maintain this area as open space.

PACIFIC GROVE COASTAL ZONE 
COASTAL PARKS PLANNING AREA 

**FIGURE 2
PLANNING AREA**

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers



CHAPTER 2

GOALS AND OBJECTIVES

In addition to the five basic goals of the *California Coastal Act* (identified in Chapter 1), the *California Coastal Act* establishes 33 coastal resource planning and management policies for activity within the coastal zone. The *Pacific Grove Coastal Parks Plan* seeks to achieve a plan that is consistent with these policies and that meets the goals and objectives of the Pacific Grove community. Together the state and local goals and objectives establish a comprehensive framework to guide future use and development of the Pacific Grove shoreline.

CALIFORNIA COASTAL ACT

California Coastal Act policies relevant to planning and designing the Pacific Grove shoreline are presented below. These policies form the basis from which to ensure consistency between statewide goals and community vision.

ACCESS; RECREATIONAL OPPORTUNITIES; POSTING (Section 30210)

Maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

DEVELOPMENT NOT TO INTERFERE WITH ACCESS (Section 30211)

Development shall not interfere with the public's right of access to the sea where acquired through use or legislative authorization, including, but not limited to, the use of dry sand and rocky coastal beaches to the first line of terrestrial vegetation.

NEW DEVELOPMENT PROJECTS; PROVISION FOR ACCESS; EXCEPTIONS (Section 30212)

(a) *Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:*

- (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources,*
- (2) adequate access exists nearby, or,*

(3) agriculture would be adversely affected ...

PUBLIC FACILITIES; DISTRIBUTION (Section 30212.5)

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

IMPLEMENTATION OF PUBLIC ACCESS POLICIES; LEGISLATIVE INTENT (Section 30214)

(a) *The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:*

- (1) Topographic and geologic site characteristics.*
- (2) The capacity of the site to sustain use and at what level of intensity.*
- (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.*
- (4) The need to provide for the management of access areas so as to protect the privacy of adjacent property owners and to protect the aesthetic values of the area by providing for the collection of litter.*

(b) *It is the intent of the Legislature that the public access policies of [the California Coastal Act] be carried out in a reasonable manner that considers the equities and that balances the rights of the individual property owner with the public's constitutional right of access pursuant to Section 4 of Article X of the California Constitution. Nothing in this section or any amendment thereto shall be construed as a limitation on the rights guaranteed to the public under Section 4 of Article X of the California Constitution.*

(c) *In carrying out the public access policies of [the California Coastal Act], the commission, and any other responsible public agency shall consider and encourage the utilization of innovative access management techniques, including, but not limited to, agreements with private organizations which would minimize management costs and encourage the use of volunteer programs.*

PROTECTION OF CERTAIN WATER-ORIENTED ACTIVITIES (Section 30220)

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

OCEANFRONT LAND; PROTECTION FOR RECREATIONAL USE AND DEVELOPMENT (Section 30221)

Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided for in the area.

PRIVATE LANDS; PRIORITY OF DEVELOPMENT PURPOSES (Section 30222)

The use of private lands suitable for visitor-serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agriculture or coastal-dependent industry.

MARINE RESOURCES; MAINTENANCE (Section 30230)

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

REVELMENTS, BREAKWATERS, ETC. (Section 30235)

Revetments, breakwaters, groins, harbor channels, seawalls, cliff retaining walls, and other such construction that alters natural shoreline processes shall be permitted when required to serve coastal-dependent uses or to protect existing structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply.

ENVIRONMENTALLY SENSITIVE HABITAT AREAS; ADJACENT DEVELOPMENTS

(Section 30240)

- (a) *Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.*
- (b) *Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.*

ARCHAEOLOGICAL OR PALEONTOLOGICAL RESOURCES

(Section 30244)

Where development would adversely impact archaeological or paleontological resources as identified by the State Historic Preservation Officer, reasonable mitigation measures shall be required.

LOCATION, GENERALLY

(Section 30250)

- (a) *New residential, commercial, or industrial development, except as otherwise provided in this [California Coastal Act] shall be located within, contiguous with, or in close proximity to, existing developed areas able to accommodate it or, where such areas are not able to accommodate it, in other areas with adequate public services and where it will not have significant adverse effects, either individually or cumulatively, on coastal resources. In addition, land divisions, other than leases for agricultural uses, outside existing developed areas shall be permitted only where 50 percent of the usable parcels in the area*

have been developed and the created parcels would be no smaller than the average size of surrounding parcels.

- (b) *Where feasible, new hazardous industrial development shall be located away from existing developed areas.*
- (c) *Visitor-serving facilities that cannot feasibly be located in existing developed areas shall be located in existing isolated developments or at selected points of attraction for visitors.*

SCENIC AND VISUAL QUALITIES

(Section 30251)

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas.

MAINTENANCE AND ENHANCEMENT OF PUBLIC AREAS

(Section 30252)

The location and amount of new development should maintain and enhance public access to the coast by:

- (1) *facilitating the provision or extension of transit service;*
- (2) *providing commercial facilities within or adjoining residential development or in other areas that will minimize the use of coastal access roads;*
- (3) *providing non-automobile circulation within the development;*

- (4) *providing adequate parking facilities or providing substitute means of serving the development with public transportation;*
- (5) *assuring the potential for public transit for high intensity uses such as high-rise office buildings; and by*
- (6) *assuring that the recreational needs of new residents will not overload nearby coastal recreation areas by correlating the amount of development with local park acquisition and development plans with the provision of on-site recreational facilities to serve the new development.*

SAFETY, STABILITY, POLLUTION, ENERGY CONSERVATION, VISITORS

(Section 30253)

New development shall:

- (1) *Minimize risks to life and property in areas of high geologic, flood, and fire hazard.*
- (2) *Assure stability and structural integrity, and neither create nor contribute significantly to erosion, geologic instability, or destruction of the site or surrounding area or in any way require the construction of protective devices that would substantially alter natural landforms along bluffs and cliffs.*
- (3) *Be consistent with requirements imposed by an air pollution control district or the State Air Resources Control Board as to each particular development.*
- (4) *Minimize energy consumption and vehicle miles traveled.*
- (5) *Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.*

PRIORITY OF COASTAL-DEPENDENT DEVELOPMENTS

(Section 30255)

Coastal-dependent developments shall have priority over other developments on or near the shoreline. Except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related developments should be accommodated within reasonable proximity to the coastal-dependent uses they support.

GOALS AND OBJECTIVES OF THE PACIFIC GROVE COMMUNITY

The following goals and objectives were established to provide guidance for future protection and enhancement of the Pacific Grove shoreline. It is the City's intention to implement these goals as feasible and as funding is available.

GOAL 1: RETAIN AND ENHANCE THE EXISTING CHARACTER OF THE COAST

- 1.1 Maintain three distinct open space characters along the Pacific Grove coast:
 - Urban Park (between the Monterey Bay Aquarium and Lovers Point);
 - Garden Park (between Lovers Point and the Esplanade); and
 - Rugged Coast (between the Esplanade and the Asilomar State Beach).

GOAL 2: PROTECT COASTAL RESOURCES

- 2.1 Achieve a balance between maximizing the protection of valuable resources and maximizing public enjoyment of the coast.
- 2.2 Identify appropriate development and habitat preservation standards for coastal development.
- 2.3 Restore and enhance coastal resources to a healthy state to ensure the aesthetic enjoyment and protection of habitat areas, water and marine resources, archaeological resources, and scenic resources.
- 2.4 Preserve significant coastal resources in permanent or publicly-accessible open space, including coastal views, natural features, and other scenic assets.
- 2.5 Protect, restore, and enhance environmentally sensitive habitat areas.
- 2.6 Minimize significant disruption of habitat values by restricting new development in environmentally sensitive habitat areas, providing buffers, where appropriate.
- 2.7 Preserve and enhance the existing coastal aquatic environment to protect the habitat of water and marine resources.
- 2.8 Retain natural land forms to preserve scenic and habitat values, where feasible.
- 2.9 Where necessary to protect, preserve, and enhance coastal resources, permit installation of protective barriers.

- 2.10 Develop policies and procedures to be followed in the event of coastal emergencies such as oil spills, salvage of grounded vessels, and whale strandings.

GOAL 3: PROTECT AND ENHANCE THE VISUAL QUALITY AND APPEARANCE OF THE COAST

- 3.1 Protect and enhance the scenic and visual quality of the shoreline by promoting activities which provide for proper preservation, restoration, and maintenance of the shoreline.
- 3.2 Protect and enhance the natural character of the coast by coordinating the use of appropriate landscape materials.
- 3.3 Assure that design and materials of such items as signs, bicycle racks, benches, and trash containers are appropriate to the character of the coastal area in which they are located.
- 3.4 Preserve coastal views to the Pacific Ocean and Monterey Bay.
- 3.5 Enhance existing qualities and preserve the natural conditions of the beaches, wetlands, tidepools, and coastal vegetation.
- 3.6 Allow new signs only as necessary for public safety, environmental protection, education, and/or directional information. Encourage the use of universal graphic symbols for the convenience and safety of non-English speaking visitors.

GOAL 4: ESTABLISH A SAFE AND CONTINUOUS COASTAL PEDESTRIAN TRAIL.

- 4.1 Create a safe, pleasant, accessible, and convenient pedestrian trail, the length of the city's coastal zone, seaward of Ocean View Boulevard and Sunset Drive.
- 4.2 Provide access opportunities to the shoreline for pedestrians.
- 4.3 Make improvements to trails as necessary to enhance safety and circulation along the coast.
- 4.4 Provide sufficient separation between pedestrian trails and roadways to ensure traffic safety and to minimize visual intrusion caused by motor vehicles.
- 4.5 Continue to attempt acquisition, by easement or other means, of a trail to complete the portion that is interrupted by the two privately held properties in Rocky Shores.

GOAL 5: PROMOTE A BARRIER-FREE COAST

- 5.1 Maximize opportunities to provide barrier-free accessways and viewing areas for people with limited mobility.
- 5.2 Provide spaces in parking areas to accommodate people with limited mobility.
- 5.3 Maintain trails suitable for persons with disabilities as defined in the Americans with Disabilities Act (ADA), where reasonable and feasible.

- 5.4 Where feasible, grade trail improvements according to ADA standards to accommodate visually or mobility impaired persons.
- 5.5 Integrate accessibility into the overall design program to ensure that the components work together, for example, to ensure safe and comfortable movement between parking and trails. An accessible parking space loses its value if the trail and viewing area are not barrier free, and vice versa.
- 5.6 Provide representative sections of the coastal experience which are entirely accessible and user friendly, recognizing that not all portions of the coast can safely and feasibly be made accessible and that access improvements should be sensitive to the scenic qualities of the shoreline.
- 5.7 Provide benches that are wide enough and placed at the appropriate height to accommodate the placement of a wheelchair next to the bench or the transfer of a wheelchair user to the bench.
- 5.8 Assure that signs are designed, and facilities are appropriately signed, to accommodate the visually impaired by using large print, easy to read fonts, delineated surfaces, simple messages and maps.
- 5.9 Prepare and distribute a handout which would include a map of the entire coastal parks area that shows ADA access points, viewing areas, parking spaces, grades of streets and trails, placement of benches and trash cans. For the visually impaired, prepare a large print version and/or audio tapes.

GOAL 6: ESTABLISH A SAFE AND CONTINUOUS COASTAL BIKEWAY

- 6.1 Complete Phase III of the *Pacific Grove Bikeways Plan*.

GOAL 7: MAINTAIN EXISTING PARKING AREAS

- 7.1 Consistent with the goal of resource preservation, provide safe and limited parking to serve shoreline visitors.
- 7.2 Control unrestricted parking with appropriate barriers and other means.
- 7.3 Site parking so as to be visually subordinate to the natural character of the coast and to ensure continued expansive views along the Pacific Ocean and Monterey Bay.

GOAL 8: PROTECT THE COAST FROM EROSION

- 8.1 Develop strategies to ensure continued maintenance and repair of existing sea walls, and to identify areas in need of sea walls.
- 8.2 Minimize new sea wall construction through management of pedestrian use, parking, ground squirrel activity, and appropriate planting.
- 8.3 Establish standards for the siting and design of new sea walls to:
- enhance coastal access;
 - minimize alteration of and be visually subordinate to, the natural character of the shoreline; and
 - protect archaeological resources.

- 8.4 Where sea walls are required, minimize alteration of natural land forms, adverse impacts on public access, and visual impacts through the use of appropriate colors and materials.

CHAPTER 3

TRAILS

In addition to provisions included in the *Land Use Plan*, the *Coastal Parks Plan* seeks to establish a continuous and safe trail system along the shoreline while protecting significant coastal resources.

CONCEPT

The concept for the Pacific Grove coastal trail system is to provide the entire shoreline with a safe, barrier-free trail for local and regional use. The present trail system along the shoreline provides a variety of coastal experiences. In general, trails are well established by either formal construction or years of informal use.

With construction of the Monterey Bay Coastal Trail (formerly the Monterey Peninsula Recreation Trail) and the Asilomar State Beach trail system, Pacific Grove is progressing toward providing an accessible, safe, and convenient trail for coastal visitors, including people with limited mobility. However, significant sections of the existing trail system are discontinuous, may need upgrading for safety, and are not accessible for people with limited mobility or vision or people using wheelchairs. The *Coastal Parks Plan* provides an opportunity to complete the city-wide coastal trail system and to improve safety conditions of the existing trail system.

GUIDELINES

To achieve a barrier-free and continuous coastal trail, the following guidelines focus on retaining the existing coastal character, enhancing safety, and improving access. These guidelines are presented in accordance with the goals and objectives set forth in the *California Coastal Act* and by the community of Pacific Grove. Those guidelines that can be graphically illustrated are shown in Figure 3.

1. Construct and maintain all trails consistent with Land Use Plan policies and applicable regulations, as reasonable and feasible.
2. Construct new trails and widen existing trails to a minimum four feet.
3. Where it is safe and convenient for people of limited mobility, provide wheelchair access to and viewing areas in as many shoreline locations as are reasonable and feasible. Examples of such locations include:
 - Berwick Park
 - Lovers Point
 - Hayes Perkins Park
 - Otter Point
 - Major unimproved parking areas
 - Point Pinos
 - Rocky Shores public areas
 - Lighthouse Reservation public areas
 - Asilomar State Beach.
4. Where feasible, and in as many locations as possible, retrofit existing roadside curb cuts to allow access to the existing trail system.

5. Maintain landscaping adjacent to the trails to establish a clearly defined edge and to reduce the possibility of damaging sensitive habitat. Where necessary for protective purposes, install appropriate barrier devices.
6. Surface new trails with materials which reflect the natural appearance and character of the coast, and allow easy maneuverability for people with limited mobility.
7. Grade trails to a maximum five percent slope to accommodate wheelchair riders, where reasonable and feasible.
8. Stabilize trail edges to minimize potential erosion where necessary.
9. Develop the existing 10-foot wide pedestrian easement contiguous to the Monterey Bay Aquarium as a viewing area accessible to the public.
10. Designate the sidewalk alongside Lovers Point Park as a feeder route to link the Monterey Bay Coastal Trail footpath with the Pacific Grove Coastal Pedestrian Trail which commences in Hayes Perkins Park. Direct cyclists to Ocean View Boulevard adjacent to Lovers Point.
11. Consolidate existing multiple pedestrian trails between Lovers Point and Otter Point into a single trail at least four feet wide for safety and accessibility. Revegetate the trails eliminated by this consolidation.
12. Provide a trail across or adjacent to the existing asphalt parking lot at Hayes Perkins Park (near the Sea Palm Avenue/Ocean View Boulevard intersection). Construction of this missing trail segment may require removal or relocation of approximately four existing Tree Aloe (*Aloe arborescens*).
13. Complete the missing portions of the pedestrian trail near the Esplanade, considering erosion, safety, and continuity.
14. Provide continuous and safe pedestrian trails across or adjacent to unimproved parking areas to connect existing trails.
15. In coordination with the United States Coast Guard, construct pedestrian trails within the Point Pinos Lighthouse Reservation.
16. In the Rocky Shores area, obtain a 10-foot public access trail easement between the house and the road on a case-by-case basis. Until such time that it is feasible to construct a trail within the proposed easement, provide an interim pedestrian trail within the Sunset Drive right-of-way, separated from the existing Class II Bikeway where feasible.
17. Connect the Asilomar State Beach trail system with the existing sidewalk at the Sunset/Crocker commercial area by upgrading the existing path on the seaward side of Sunset Drive, with the goal of establishing a minimum four foot wide trail. This trail should be separated from the existing Class II Bikeway with landscaping or other appropriate elements.
18. Designate the existing sidewalk along the southern side of the Sunset/Crocker commercial area as a trail, connecting the Asilomar State Beach trail system and the Del Monte Forest trail system. As necessary, widen the existing sidewalk to four feet.

19. Continue to pursue acquisition and development of the Southern Pacific Railroad right-of-way as a recreational trail/open space use. This corridor should not be considered to function as a major bicycle route, but rather as a low-intensity biking and walking path.
20. Continue using the Southern Pacific Railroad right-of-way between Lighthouse Avenue and Sunset Drive as an open space recreational corridor for pedestrian and bicycle use.
21. Retain, repair, and maintain existing shoreline stairways to provide safe access to the beaches and to minimize potential erosion.
22. Improve access from the pedestrian trails to certain designated beaches along the shoreline.
23. Retain, and identify with appropriate signage, restroom facilities at the following locations:
 - Lovers Point
 - Pacific Grove Municipal Golf Course
 - Asilomar Conference Grounds.

One additional restroom site should be added near the Asilomar State Beach. Additional public restroom sites should be considered. Seek State of California and Pebble Beach Company participation in sharing construction and maintenance costs.



**FIGURE 3
TRAILS**

- EXISTING TRAIL 
- NEW TRAIL (4 FEET) 
- WIDEN TRAIL TO 4 FEET 
- EXISTING WHEELCHAIR ACCESS 
- PROPOSED WHEELCHAIR ACCESS 
- OPEN SPACE RECREATION CORRIDOR 
- RESTROOM 

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN

SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers



- NOTE:
- Trail location to be determined.
 - Refer to Figure 2 for coastal zone boundary.

CHAPTER 4

BIKEWAYS

In addition to provisions included in the *Land Use Plan*, the *Coastal Parks Plan* seeks to establish a continuous and safe bikeway system along the shoreline while protecting significant coastal resources.

CONCEPT

Consistent with goals found in the *Pacific Grove Bikeways Plan*, the concept for the Pacific Grove bikeway system is to provide the opportunity for continuous and pleasant bicycling within the city and throughout the Monterey coast from Castroville to Carmel, and to ensure the opportunities for people of all ages, needs, and capacities to enjoy safe bicycling.

The present bikeway system within Pacific Grove is the result of implementation of Phases I and II of the *Bikeways Plan*.

- Phase I of the Monterey Bay Coastal Trail (formerly the Monterey Peninsula Recreation Trail) has been constructed as a Class I Bikeway from Eardley Avenue to Ocean View Boulevard adjacent to Lovers Point. This bikeway establishes both a trail for bicycles and a trail for pedestrians, separate from vehicles.
- Recently constructed, Phase II is a 2.1-mile Class II Bikeway along Ocean View Boulevard and Sunset Drive, from Asilomar Avenue on the north to Asilomar Avenue on the south. A Class II bikeway provides a separate, striped bike lane adjacent to each vehicle lane.

Phase III would connect Phases I and II at Asilomar Avenue on the west and Lovers Point on the east.

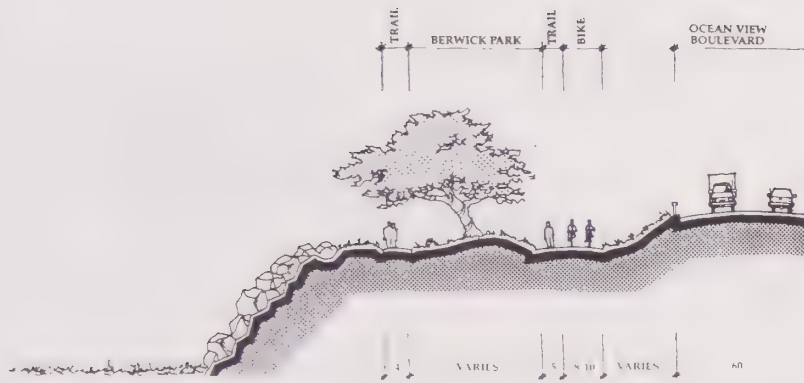
GUIDELINES

To achieve a safe and continuous coastal bikeway system, the following guidelines focus on implementing Phase III of the *Pacific Grove Bikeways Plan* and providing alternative bicycle routes on local streets. By implementing Phase III of the *Bikeways Plan*, Pacific Grove will establish a continuous coastal bikeway and promote safe bicycle travel for local and regional users along the entire city shoreline. These guidelines are presented in accordance with the goals and objectives set forth in the *California Coastal Act* and by the community of Pacific Grove. Those guidelines that can be graphically illustrated are shown in Figures 4 and 5.

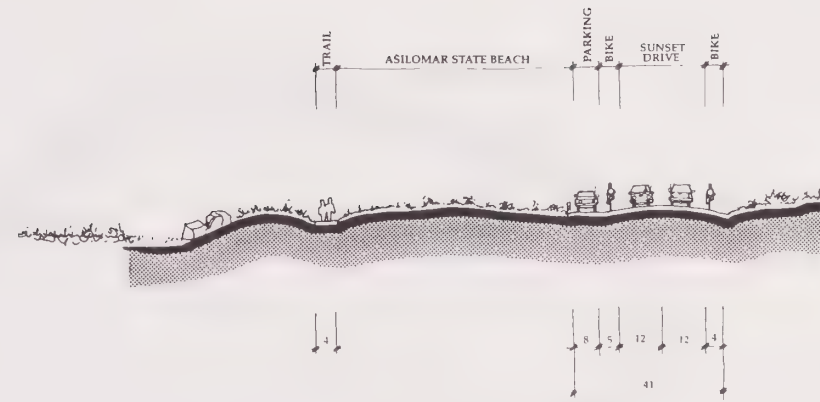
1. Design all bikeways to adhere to standards defined in the *State Highway Design Manual*, Chapter 1000, "Bikeway Planning and Design" (July 1990, or as subsequently revised).
2. Designate 17th Street, between the terminus of the Monterey Bay Coastal Trail on the south and Ocean View Boulevard on the north, as a Class III Bikeway and retain parking on both sides of the street.
3. Due to the existing narrow street width, the proximity of residences, and the intensity of varied recreational uses (including walking, cycling, diving, and other coastal recreation uses), designate Ocean View Boulevard from 17th Street at Lovers Point to its intersection with Asilomar Avenue as a Class III Bikeway.
4. Using stencils painted on the road surface, direct bicyclists from the Monterey Bay Coastal Trail Class I Bikeway to the continuation of the bicycle route along 17th Street and Ocean View Boulevard.

5. Provide bicycle racks at the following locations:

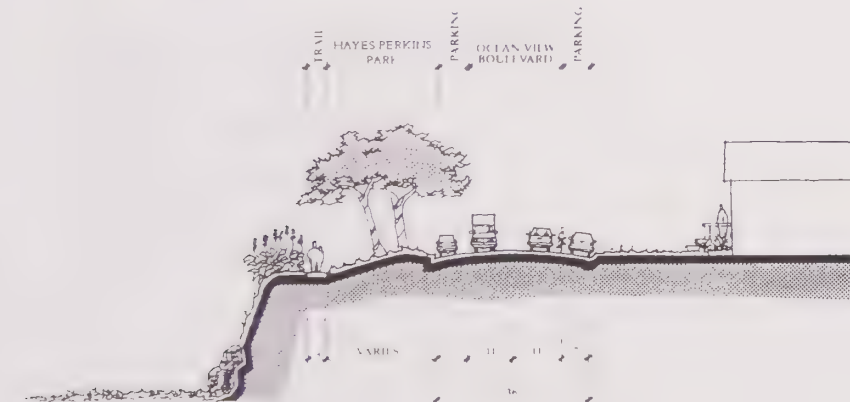
- Monterey Bay Aquarium
- Berwick Park
- Lovers Point
- Otter Point
- Point Pinos.



CLASS I BIKEWAY



CLASS II BIKEWAY



CLASS III BIKEWAY

NOTE:
● Trail location to be determined.

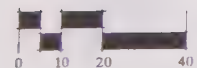


FIGURE 5
TYPES OF BIKEWAYS

CHAPTER 5

PARKING AND CIRCULATION

In addition to provisions established in the *Land Use Plan*, the *Coastal Parks Plan* seeks to improve parking and road conditions while protecting significant coastal resources and enhancing the visual quality of the shoreline.

CONCEPT

The concept for the Pacific Grove coastal parking and circulation system is to distribute safe and accessible parking areas along the entire shoreline and to enhance the scenic experience of the coast. The existing parking supply is not always adequate for the current level of demand. The *Coastal Parks Plan* proposes a method for optimizing parking opportunities by organizing and delineating spaces in some existing parking areas if needed in the future. Because unlimited parking is not compatible with preservation of shoreline assets, it is not the intention of the City to increase or expand parking areas.

Consistent with the existing character of the coast, asphalt parking lots and on-street parking are provided in the more urban/garden areas of the coast; unimproved parking areas and pullouts are provided in the more natural, rugged coast areas. Together these parking areas provide a series of conveniently located opportunities for visitors to access the coast from their vehicles. The location of on-street and off-street parking areas is intended to protect and preserve coastal views for neighboring residences and from local streets.

Ocean View Boulevard and Sunset Drive serve as the primary vehicular access routes to the Pacific Grove shoreline. As major coastal routes, Ocean View Boulevard and Sunset Drive provide safe, convenient, and free public access to the coast for vehicles. These roads are not intended to serve as major city thoroughfares for high-speed travel, but rather as slow-speed, scenic drives, with turnouts and curbside parking to accommodate coastal visitors.

Due to the volume of tour bus traffic and the related disruption to local residents, the City should establish a master plan for bus routes and parking locations for tour and school buses.

GUIDELINES

To provide a scenic coastal drive with a variety of coastal parking opportunities, the following guidelines focus on enhancing safety, improving access for persons with limited mobility, and retaining coastal views from Ocean View Boulevard and Sunset Drive. These guidelines are presented in accordance with the goals and objectives set forth in the *California Coastal Act* and by the community of Pacific Grove. Those guidelines that can be graphically illustrated are shown in Figure 6.

1. Provide at least one space for persons with limited mobility at each of the following parking areas:

- Lovers Point
- Hayes Perkins Park
- Otter Point
- Point Pinos
- Lighthouse Reservation Dunes.

In parking areas, locate disabled parking spaces with a concern for traffic coming from behind the vehicle used by the disabled person; the space behind the disabled parking space should be kept clear.

2. Provide at least one parking space for persons with limited mobility at each existing roadside curb cut in the following locations:

- Eardley Avenue (Monterey Bay Aquarium)
- 9th Street (Berwick Park)
- The Esplanade
- Arena Avenue (Asilomar State Beach)

- Pico Avenue (Asilomar State Beach)
- North Moss Beach (Asilomar State Beach)
- Rocky Shores (Asilomar State Beach).

3. Locate parking spaces for persons with limited mobility to maximize coastal views and to provide easy access to trails and viewing areas.

4. Limit the number of parked cars along Sunset Drive and Ocean View Boulevard west of Asilomar Avenue to smaller parking pockets to maximize and enhance coastal views, to control public access, and to protect present and potential habitat areas.

Scenic view window locations are designated on the map attached to the Trails Committee report dated November 21, 1991 (see Figure 6).

5. Where necessary, reconfigure existing unimproved parking areas along Ocean View Boulevard to provide sufficient space for a trail and to minimize existing pedestrian/vehicle conflicts.

6. Clearly define the existing outer perimeter of the unimproved parking areas with appropriate elements, such as header boards, railroad ties, or boulders, to prevent further encroachment onto the adjacent beach and bluff vegetation. Where necessary for protective purposes, install appropriate barrier devices. Concrete curbing is not recommended because it is inconsistent with the natural character of the coast.

7. Where appropriate, use railroad ties, boulders, and inlaid rock in the unimproved parking areas to clearly delineate parking spaces.

8. Surface unimproved parking areas with a durable material such as stabilized decomposed granite that can withstand intensive use and heavy storms. Parking area surfacing materials should be compatible with the natural character of the coast. Asphalt is not recommended.

9. Grade unimproved pullout and parking areas as necessary to ensure proper drainage.

10. Reorganize existing parking areas to manage parking and enhance safety conditions for vehicles, bicyclists, and pedestrians. To proceed with such reorganization shall require Traffic Commission study and recommendation, followed by City Council authorization. Because unlimited parking is not compatible with preservation of shoreline assets, it is not the intention of the City to increase or expand parking areas.

11. Consistent with the General Plan and due to the volume of tour bus traffic and the related disruption to local residents, the City will periodically review and monitor bus routes and parking locations for tour and school buses on recommendation of the Traffic Commission, followed by City Council authorization.

CHAPTER 6

COASTAL RESOURCES

In addition to resource management provisions found in the *Land Use Plan*, the *Coastal Parks Plan* provides for the additional preservation and long-term management of these resources. Figure 7 illustrates proposed protection and enhancement measures for coastal resources.

CONCEPT

The concept for Pacific Grove coastal resources is to preserve and enhance the many types of sensitive coastal resources that exist along the Pacific Grove shoreline, including:

- Land Resources
- Water and Marine Resources
- Scenic Resources
- Archaeological Resources.

LAND RESOURCES

Presently, six rare and endangered plant and animal species make their home in the Pacific Grove coastal zone, specifically in the dunes of Asilomar State Beach and Conference Grounds, the Lighthouse Reservation, and the Asilomar Dunes Residential Neighborhood between Sunset Drive and Asilomar Avenue, including:

- Menzies' wallflower
- Tidestrom's lupine
- Sand gilia
- Beach layia
- Monterey spineflower
- Black legless lizard.

Over the years, various forms of development, encroachment by non-native, invasive plant species, heavy use by people, and an increasing population of deer have damaged the dunes and threatened the sensitive habitat.

To protect coastal land resources and to enhance their role in the ecosystem, the *Coastal Parks Plan* seeks to provide public access to and along the coast, while at the same time ensuring protection to

rare and endangered species and their habitat. Given the existing environmentally sensitive habitat and dune conditions within the Lighthouse Reservation, appropriate portions of this area should be considered for restoration reflecting its original, natural condition and be protected from indiscriminate public access.

Habitats within the Lighthouse Reservation have special value for many species. They should be preserved and where possible enhanced for the benefit of vertebrate and invertebrate fauna.

WATER AND MARINE RESOURCES

The *Coastal Parks Plan* seeks to maximize protection of the rich and diverse water and marine resources along the Pacific Grove shoreline. In particular, the following five areas are protected and controlled by local and state regulations, and are considered to hold special significance:

- Pacific Grove Marine Gardens Fish Refuge
- Hopkins Marine Life Refuge
- Areas of Special Biological Significance
- Crespi Pond (wetland)
- Majella Slough (wetland).

These areas hold extraordinary value and warrant special protection, including preservation and maintenance of their natural condition. Within these areas, no risk of change to their environment is considered acceptable unless it is part of the natural process.

SCENIC RESOURCES

The *Coastal Parks Plan* seeks to preserve and enhance the existing scenic appearance of the coast as an important element of the Pacific Grove shoreline. The Pacific Grove coast provides numerous scenic resources, including continuous unobstructed

views along Ocean View Boulevard and Sunset Drive. In addition to these coastal views, remaining vacant land in the Asilomar Dunes residential area creates a soft contrast between the existing development and the surrounding dunes.

ARCHAEOLOGICAL RESOURCES

Since the entire Pacific Grove coastal zone has been identified as archaeologically sensitive, containing both prehistoric and historic deposits, the *Coastal Parks Plan* seeks to maximize protection of potential resources and to minimize potential disruption of unknown archaeological resources. Over the years, a number of specific archaeological sites have been identified within the coastal parks planning area. The discovery of additional archaeological resources may occur during construction of trails and parking areas.

GUIDELINES

To preserve and enhance sensitive coastal resources the following guidelines focus on protection of resources and restoration of appropriate habitat to support these resources. These guidelines are presented in accordance with the goals and objectives set forth in the *California Coastal Act* and by the community of Pacific Grove. Those guidelines that can be graphically illustrated are shown in Figure 7.

LAND RESOURCES

1. To avoid potential destruction of sensitive habitat, require a detailed study by a qualified botanist/biologist prior to any development of trails or other improvements. If necessary, develop appropriate mitigation measures to protect sensitive habitat, such as boardwalks and fencing.
2. Consistent with nature conservation efforts in Asilomar State Beach, restore appropriate areas between Asilomar State Beach on the south and Asilomar Avenue on the north to their original habitats with suitable native bluff and dune plants, as feasible. This restoration should be contiguous to existing restoration efforts, and should not be undertaken until a source of funding for planting and maintenance has been secured.
3. Consider providing appropriate facilities and programs, such as paths, rest areas, supervised walks, seminars, and field studies, to support the education, enjoyment, and comfort of the visiting public. Such facilities would be protective of sensitive areas and viewsheds. Include accommodations for persons with visual, mobility, and developmental disabilities.

4. In areas of extreme sensitivity within the Lighthouse Reservation and Municipal Golf Course area:

- consider use of minimal fencing and signage to protect habitat from further trampling;
- eliminate exotic plants and restore native dune plants;
- regulate use of machinery in dune areas;
- define appropriate limits of fairway and tee areas; and
- consider restricting permanent irrigation to turf areas.

(Note: Future restoration should not be undertaken until a source of funding for planting and maintenance has been secured.)

5. Limit public access and control unrestricted parking with appropriate deterrents, such as fences, signs, boulders, or railroad ties.
6. Allow fencing as necessary to restore damaged dune and bluff areas, and to protect environmentally sensitive habitat areas from indiscriminate public access.
7. Consider a formal agreement with the California State Department of Parks and Recreation for their management of the seaward areas of the Lighthouse Reservation.
8. Eliminate existing pampas grass at the southwest end of the abandoned Southern Pacific Railroad and install native, drought-resistant landscaping suitable to the character of the area.
9. Preserve, enhance, and when possible, restore forest trees, dunes, and wetland habitats within the Lighthouse Reservation as habitat for wildlife.

10. Retain and protect existing nectar sources for the Monarch butterfly, and where suitable, plant species which would provide additional nectar sources.
11. Actively enforce Municipal Code Section 10.10.010 prohibiting the feeding of birds and mammals in public areas. Inform the public of existing ordinances through appropriate signage and public awareness bulletins.
12. Request the California State Department of Fish and Game to develop a deer management program.

WATER AND MARINE RESOURCES

13. Strictly enforce state and local regulations protecting the Pacific Grove Marine Gardens and Areas of Special Biological Significance.
14. Consider providing appropriate facilities, programs, and signs to preserve and protect water and marine resources and to educate visitors about the sensitive nature of animal and plant species of the intertidal zone as well as the existing federal, state, and local regulations protecting these resources.
15. Prohibit significant alteration of Crespi Pond and Majella Slough except for maintenance dredging and similar activities to restore natural habitats, to prevent eutrophication and sedimentation, and to ensure the healthy habitat for wildlife.
16. Explore with the City of Monterey the concept of creating an enlarged protected underwater park.
17. Because there is parking and safe access at the following locations, encourage divers to use stairways at:

- Lovers Point
- Hayes Perkins Park
- Otter Point
- Coral Street Beach.

23. If an archaeological resource is found and deemed significant, require adequate mitigation measures to minimize potential disruption to the resource, such as boardwalks or fencing.

SCENIC RESOURCES

18. Design and locate new development to:
- protect views to and along the ocean and scenic areas;
 - minimize alteration of natural land forms; and
 - maintain visual compatibility with the open space character of surrounding areas.
19. Require a landscape plan for new development. This plan should:
- emphasize use of local, native, drought-tolerant plant species;
 - avoid planting which would block significant coastal views;
 - indicate locations and types of proposed plantings; and
 - receive approval by the Architectural Review Board.
20. Require landscape planning for City properties.

ARCHAEOLOGICAL RESOURCES

21. Consult a qualified archaeologist to review proposed trail locations, parking improvements, and new development.
22. In the event any archaeological resources are uncovered during construction, halt activities in the affected area and consult a qualified archaeologist to review the site and to advise on the significance of the potential resource.



FIGURE 7
COASTAL RESOURCES

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN

SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers



NOTE:
• Refer to Figure 2 for coastal zone boundary.

CHAPTER 7

VISUAL QUALITY AND APPEARANCE

In addition to provisions set forth in the *Land Use Plan*, the *Coastal Parks Plan* seeks to enhance the overall character of the shoreline while protecting significant coastal scenic views and enhancing opportunities for public access to the shoreline.

CONCEPT

The concept for the visual quality and appearance of the Pacific Grove shoreline is to preserve and enhance three distinct and identifiable characters along the coast. The present experience of walking from one end of the city's coast to the other includes traveling through an "urban park" area, a "garden park" area, and along the "rugged coast." The *Coastal Parks Plan* provides an opportunity to retain and enhance the variety of experiences along the coast and through these areas.

URBAN PARK

The "urban park" character of the coast is experienced between Lovers Point and the Monterey Bay Aquarium. This area provides the most "urban" amenities, such as picnic tables, telephones, public rest rooms, and trash cans. The highly used Monterey Bay Coastal Trail brings a wide variety of people through the area. Lovers Point, Berwick Park, and the Monterey Bay Aquarium function as major activity centers and gathering places.

Existing landscaping consists of intermittent stands of Monterey cypress, and an assortment of non-native low shrubs and ground cover, with grassy areas found in Lovers Point and Berwick Park. Adjacent residential and commercial activity further add to the "urban" character of this area.

GARDEN PARK

Between the Esplanade and Lovers Point, the coast changes from the "urban" character described above to a "garden" character. The most striking difference is the absence of the Monterey Bay Coastal Trail and the presence of narrower, dirt footpaths which meander through a carpet of ice plant. This area has become a major tourist attraction on the Monterey Peninsula due to the

fantastic display of magenta flowers characteristic of the "magic carpet" ice plant (*Drosanthemum floribundum*). Although not a native species, the flowering habit of this ice plant lends a unique local identity to the City of Pacific Grove.

RUGGED COAST

The rugged, open character of the coast is clearly evident from the Esplanade on the east to the city limits on the south. A general undeveloped appearance along the Pacific Ocean distinguishes this area from any other portion of the coast. Large granite outcroppings are prominent along the coast and have historically protected the shoreline from the eroding action of waves. Gentle rolling dunes and associated habitat are found between the Lighthouse Reservation Dunes and Asilomar State Beach.

The most obvious vegetation is the non-native "hottentot fig" ice plant (*Carpobrotus edulus*) found between the Esplanade on the east and Rocky Shores on the south. This ice plant is characteristically different from the "magic carpet" ice plant variety found in the "garden park." Although the Asilomar State Beach was once overtaken by "hottentot fig" ice plant, continuing rehabilitation efforts have restored much of the dunes to their native habitat. To restore this portion of the coast to a natural condition, similar rehabilitation efforts are proposed for appropriate portions of the Lighthouse Reservation.

GUIDELINES

To preserve and enhance the existing character of the coast, the following guidelines focus on providing amenities appropriate to the particular area. These guidelines are presented in accordance with the goals and objectives set forth in the *California Coastal Act* and by the Pacific Grove community. Where these guidelines can be illustrated, they are shown in Figure 8.

1. Maintain the three existing and distinct characters of the coast as follows:

- Restore the shoreline area of the Lighthouse Reservation to a native habitat as feasible and appropriate. Consistent with rehabilitation efforts at the Asilomar State Beach, plantings could include coyote bush, beach sagewort, pink sand verbena, lizard tail, and dune buckwheat.
- In any revegetation plan along the shoreline between the Lighthouse Reservation and the Esplanade, species appropriate to the "rugged coast" character should be used. Revegetation plans should include consideration of heavy pedestrian use and potential wave action, and help stabilize shifting sands. Whenever possible, native species should be used.
- When planning revegetation of the area between the Esplanade and Lovers Point, use plants appropriate to the "garden park" character, specifically retaining the "magic carpet" ice plant, Tree Aloe, and Pride-of-Madeira.
- In any revegetation plans for the area east of Lovers Point, specify plants appropriate to an "urban park"

character and plants that are native or drought-tolerant, and not highly susceptible to parasite infestation. Such plants could include the carmel creeper, white rockrose, sage leaf rockrose, and bush morning glory.

- Install or replace sea walls east of the Esplanade where necessary; sea walls west of the Esplanade are not recommended because they are inconsistent with the natural character of the coast.

2. Preserve, enhance, and restore trees in Berwick Park, Lovers Point, and Lighthouse Reservation. Restrict planting of new trees to Berwick Park, Lovers Point, and Lighthouse Reservation; additional trees in other locations are not recommended because they potentially block views from neighboring streets and properties.
3. Encourage Stanford University to soften the effects of the existing chain-link fence at the Hopkins Marine Station with a vegetation buffer, or to replace it with a more aesthetically pleasing fence.
4. The style of any permanent fencing used in the Lighthouse Reservation should be compatible with the existing character of the coast.
5. If needed for public safety, environmental protection, education, and/or directional information, design and locate signs to be compatible with the existing character of the coast.
6. Provide benches of a color, material, and form suitable to the natural appearance and character of the coast. Develop and implement a bench master plan approved by the City Council.

7. Use only natural materials for riprap that are consistent with the character of the coast. Golden granite is recommended.
8. Establish a Coastal Parks Maintenance Program to ensure a safe and attractive coastline. Consistent with the maintenance functions currently undertaken by the Pacific Grove Public Works Department and the State Department of Parks and Recreation, this program would include, but not be limited to, the following measures:
 - grading and resurfacing damaged or eroded trails;
 - grading and resurfacing parking areas;
 - removing trash and garbage;
 - maintaining/pruning landscaping;
 - monitoring irrigation systems; and
 - improving safety conditions.



FIGURE 8
VISUAL QUALITY AND APPEARANCE

- URBAN PARK 
- GARDEN PARK 
- RUGGED COAST 

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers



NOTE:
• Refer to Figure 2 for coastal zone boundary.

CHAPTER 8

ACCESS GUIDE

This chapter presents specific recommendations to maximize public access to and along the Pacific Grove coast, including trails, bikeways, and parking. These recommendations are intended to be used in conjunction with guidelines established in Chapters 3-7. To depict the following recommendations, the coastal parks planning area has been divided into six areas, as shown in Figure 9. Where appropriate, proposed improvements are illustrated in section format.

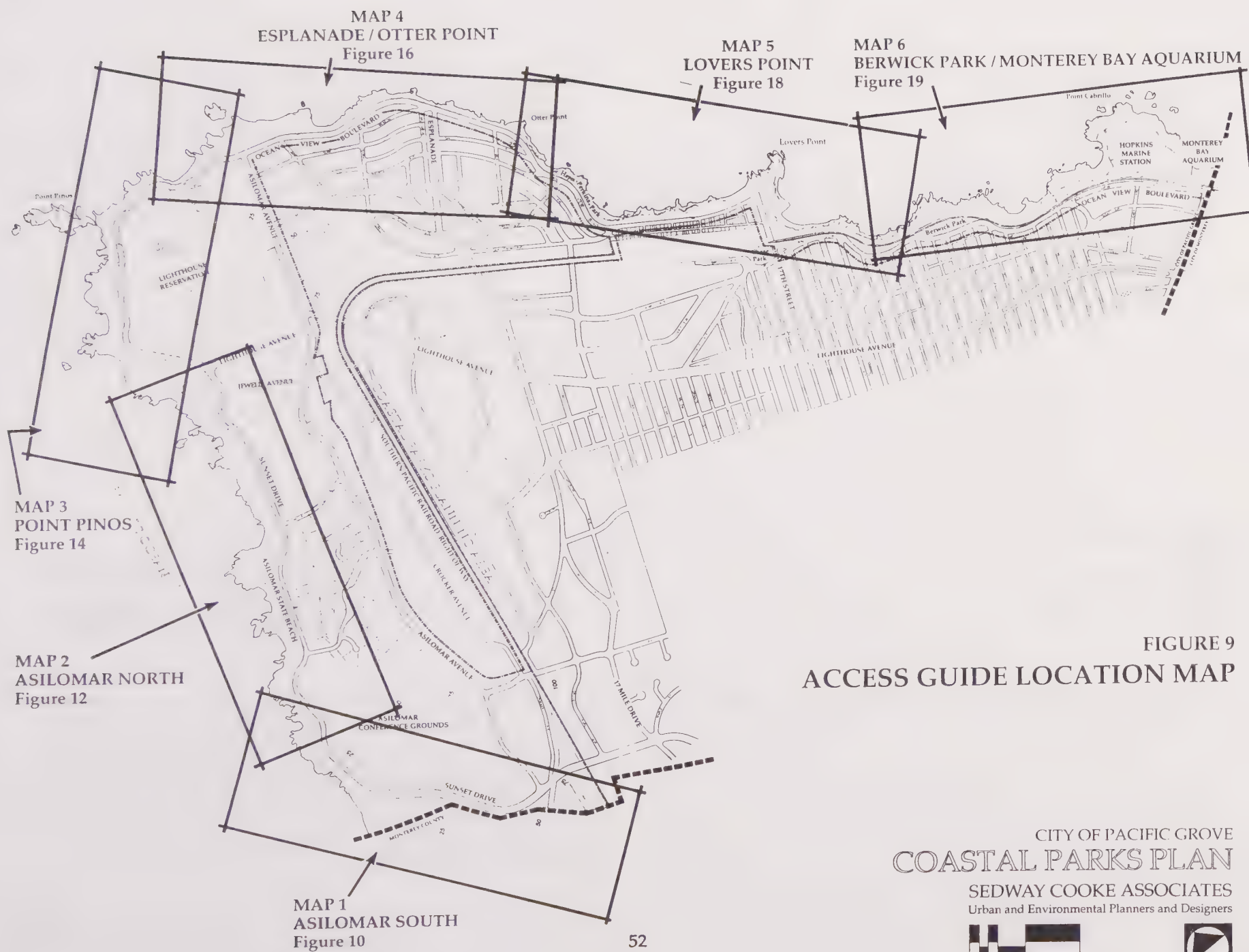


FIGURE 9
ACCESS GUIDE LOCATION MAP

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers

MAP 1: ASILOMAR SOUTH

EXISTING CONDITIONS

Ownership

- Majority owned by the State and managed by the Department of Parks and Recreation.
- Small portion near the Sunset Drive/Crocker Avenue intersection held in private ownership.

Land Use

- Majority occupied by the Asilomar State Beach and Conference Grounds.
- Four privately owned parcels devoted to commercial activity, including the Beachcomber Motel, Fishwife Restaurant, Hayward Lumber, Sunset Trade Center, and Russell Service Center.

Trail Access

- Vertical access points to existing trail system within the Asilomar State Beach.

Bike Access

- Continuous Class II Bikeway along Sunset Drive.

Road Access

- Sunset Drive.

Parking

- Nearly continuous unimproved roadside parking on seaward side of Sunset Drive.
- Small section of roadside parking on inland side of Sunset Drive near Asilomar Avenue.

Transit Access

- Monterey-Salinas Transit serves the Asilomar Conference Grounds via Asilomar Avenue.

Public Safety

- Asilomar trails sited a safe distance from possible wave action.

RECOMMENDED ACTIONS

Figures 10 and 11 illustrate the following recommended actions.

Trails

1. Retain the wheelchair viewing area in the southern portion of the Asilomar State Beach.
2. Upgrade and maintain the pedestrian trail on the seaward side of Sunset Drive, connecting the Asilomar State Beach trail system with the existing sidewalk at the Sunset/Crocker commercial area.
3. Designate the existing sidewalk along the southern side of Sunset Drive at the Sunset/Crocker commercial area as a pedestrian trail, connecting the Asilomar State Beach trail system and the Del Monte Forest trail system.

Parking

4. Maintain at least one parking space for persons with limited mobility at the southernmost boardwalk entry to the Asilomar State Beach.

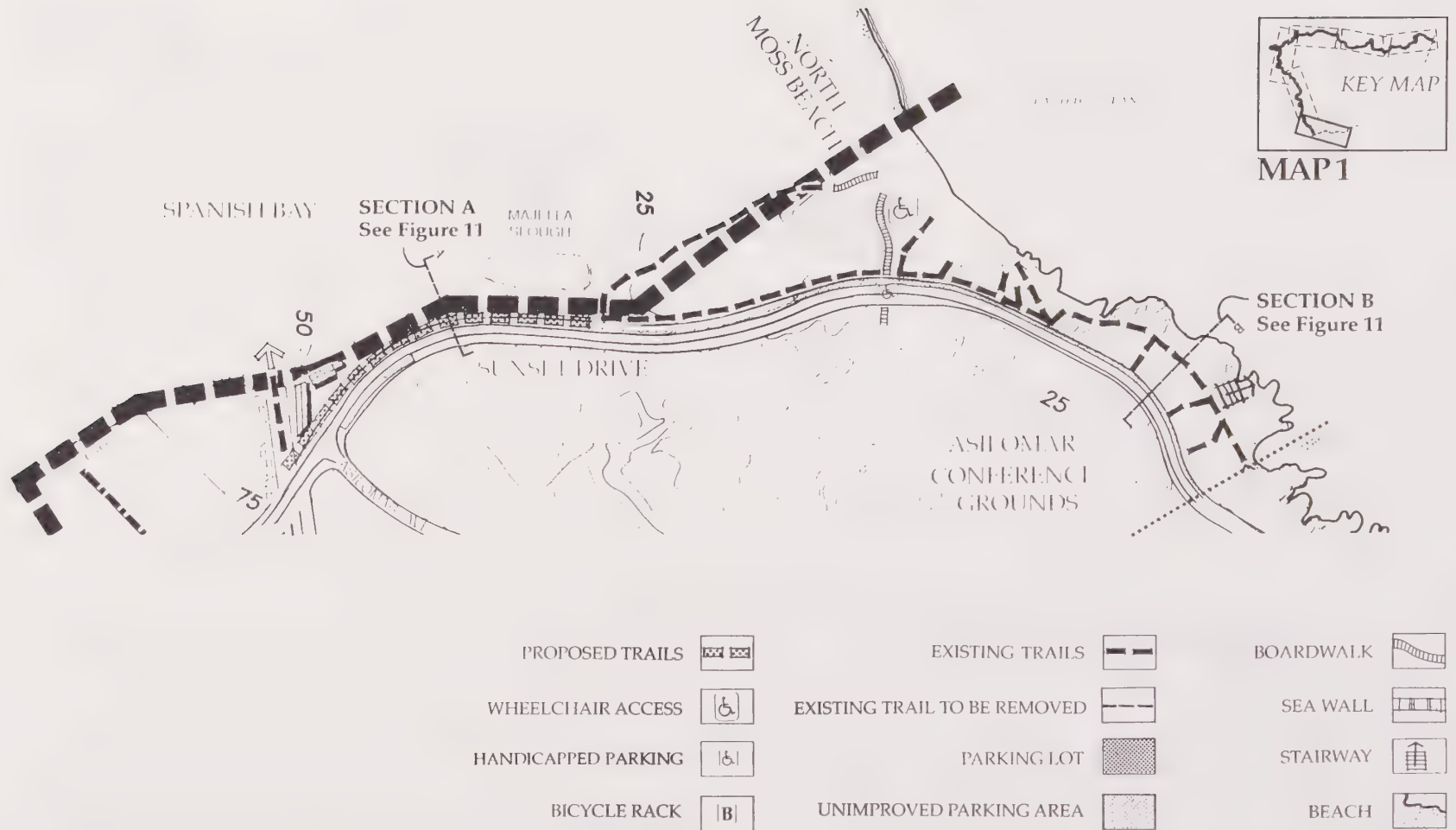


FIGURE 10
ASIOLAR SOUTH

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers

- NOTE:
- Trail location to be determined.
 - Refer to Figure 2 for coastal zone boundary.





MAP 1



SECTION A



SECTION B

FIGURE 11
ASILOMAR SOUTH, SECTIONS A AND B

NOTE:

- Trail location to be determined.



CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers

MAP 2: ASILOMAR NORTH

EXISTING CONDITIONS

Ownership

- Majority of land owned by the State and managed by the California Department of Parks and Recreation.
- Rocky Shores: two parcels are privately owned; five parcels are publicly owned (three by the California Department of Parks and Recreation and two by the Monterey Peninsula Regional Park District). The five publicly owned parcels are managed by the California Department of Parks and Recreation as part of Asilomar State Beach.

Land Use

- Majority occupied by the Asilomar State Beach and Conference Grounds.
- Privately owned parcels with one single-family home.

Trail Access

- Vertical access points to existing trail system within the Asilomar State Beach.
- Trails through publicly owned parcels of Rocky Shores.

Bike Access

- Continuous Class II Bikeway along Sunset Drive.

Road Access

- Sunset Drive.

Parking

- Nearly continuous unimproved roadside parking on seaward side of Sunset Drive.
- Scattered unimproved roadside parking on inland side of Sunset Drive.

Transit Access

- Monterey-Salinas Transit serves the Asilomar Conference Grounds via Asilomar Avenue.

Public Safety

- Asilomar trails sited a safe distance from possible wave action.
- Lack of trails through Rocky Shores private property and through the Lighthouse Reservation requires people to walk along the edge of Sunset Drive.

RECOMMENDED ACTIONS

Figures 12 and 13 illustrate the following recommended actions.

Trails

1. Maintain ADA -accessible viewing areas and boardwalks.
2. Work toward obtaining a public access trail easement to extend the publicly owned trail from Asilomar State Beach northerly to the Lighthouse Reservation. Until such time that it is feasible to construct this coastal trail, provide a trail within the Sunset Drive right-of-way. This trail should be separated from the existing Class II Bikeway, where feasible.
3. Maintain existing facilities and programs, such as paths, rest areas, supervised walks, seminars, and field studies, to support the comfort, enjoyment, and education of the visiting public. Such facilities and programs would be protective of sensitive areas and viewsheds. Include accommodations for persons with visual, mobility, and developmental disabilities.

Parking

4. Maintain at least one parking space for persons with limited mobility at the boardwalk entry south of Pico Avenue.
5. Maintain at least one parking space for persons with limited mobility at the boardwalk entry north of Arena Avenue.

6. Maintain at least one parking space for persons with limited mobility at the boardwalk entry south of Rocky Shores.



MAP 2

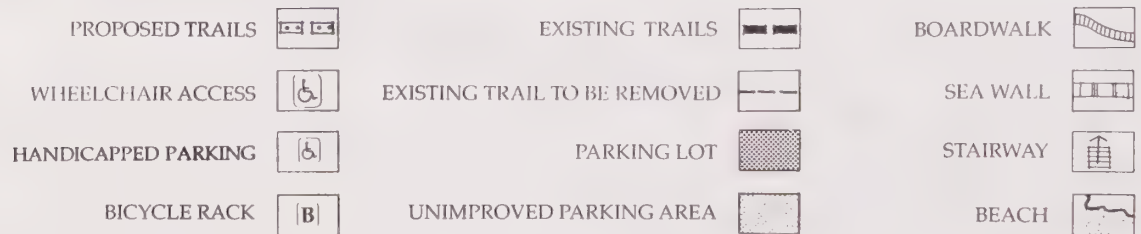


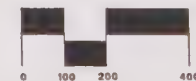
FIGURE 12
ASILOMAR NORTH

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN

SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers

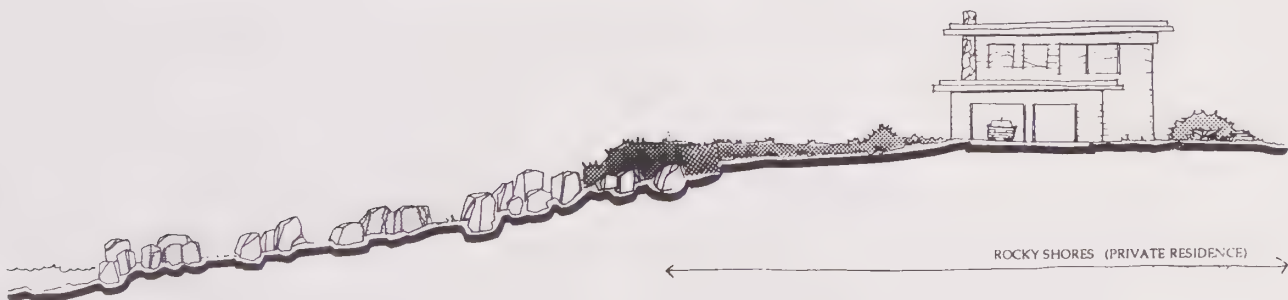
NOTE:

- Trail location to be determined.
- Refer to Figure 2 for coastal zone boundary.





MAP 2



NOTE:

- Trail location to be determined.

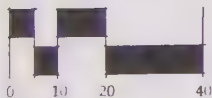


FIGURE 13
ASILOMAR NORTH, SECTIONS C AND D

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers

MAP 3: POINT PINOS

EXISTING CONDITIONS

Ownership

- United States Coast Guard.

Land Use

- Under lease agreement with the United States Coast Guard, Pacific Grove maintains a municipal golf course on the Point Pinos Lighthouse Reservation and shoreline open space seaward of Ocean View Boulevard.
- Other facilities include the Coast Guard foghorn structure, abandoned city wastewater treatment plant, NOAA building, and the Point Pinos Lighthouse.

Trail Access

- Undefined sandy walking areas within the Lighthouse Reservation seaward of Ocean View Boulevard.
- Narrow informal footpaths within dense "hottentot fig" ice plant.
- Unimproved parking areas serve as pedestrian trail because no other trails exist.

Bike Access

- Continuous Class II Bikeway along Ocean View Boulevard.

Road Access

- Ocean View Boulevard.

Parking

- Unimproved roadside parking on both sides of Ocean View Boulevard.
- Three unimproved parking areas on seaward side of Ocean View Boulevard, totaling approximately 50 spaces.
- Paved parking for golf course rest rooms near Crespi Pond.

Transit Access

- Monterey-Salinas Transit serves Point Pinos Lighthouse Reservation via Asilomar Avenue.

Public Safety

- Trails narrow and difficult to traverse.
- Lack of trails in the Lighthouse Reservation seaward of Ocean View Boulevard requires people to walk along the edge of Ocean View Boulevard or in the unimproved parking lots.

RECOMMENDED ACTIONS

Figures 14 and 15 illustrate the following recommended actions.

Trails

1. In coordination with the United States Coast Guard or other appropriate agency, construct trails within the Lighthouse Reservation seaward of Ocean View Boulevard.
2. Provide continuous and safe pedestrian trails across or adjacent to unimproved parking areas to connect existing trails.
3. Provide wheelchair access in the unimproved parking areas to connect with accessible trails.
4. Provide at least one wheelchair viewing area near Point Pinos.

Bikeways

5. Provide bicycle racks at Crespi Pond parking lot.

Parking

6. When accessible trails have been established, provide at least one space for persons with limited mobility in appropriate unimproved parking areas.
7. Reorganize existing parking areas to manage parking and enhance safety conditions for vehicles, bicyclists, and pedestrians. To proceed with such reorganization shall require Traffic Commission study and recommendation, followed by City Council authorization. Because unlimited parking is not compatible with preservation of shoreline

assets, it is not the intention of the City to increase or expand parking areas.

8. Evaluate the feasibility of relocating and consolidating one or more of the unimproved parking areas to the inland side of Ocean View Boulevard, specifically to where the foghorn structure and/or wastewater treatment areas are located.

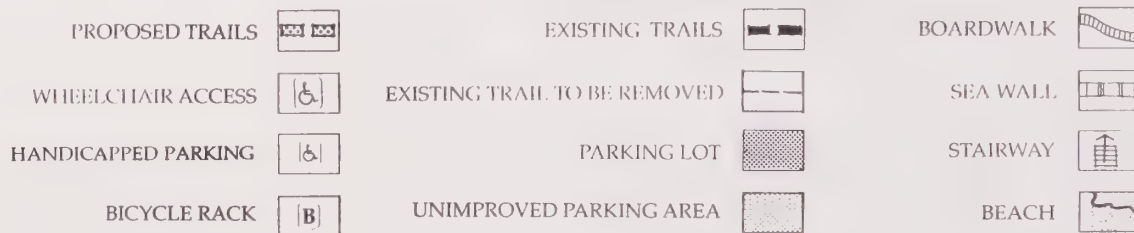
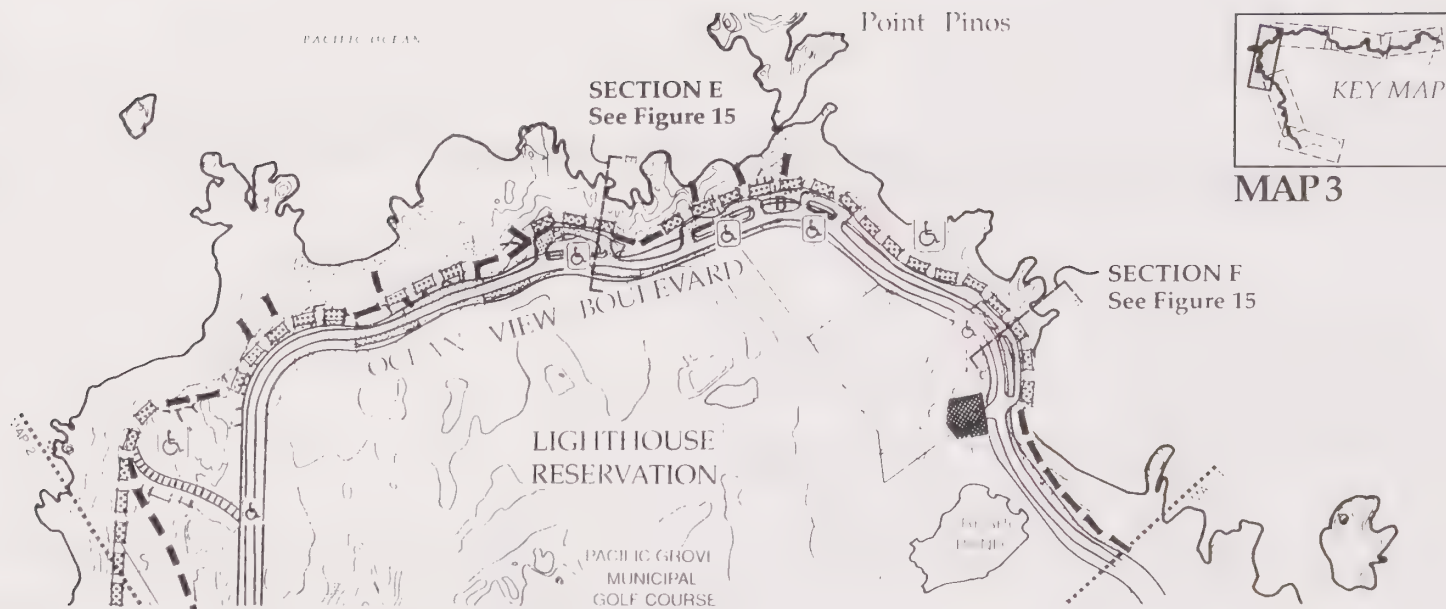
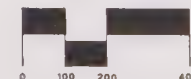


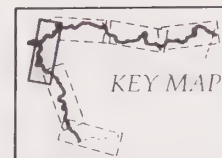
FIGURE 14
POINT PINOS

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers

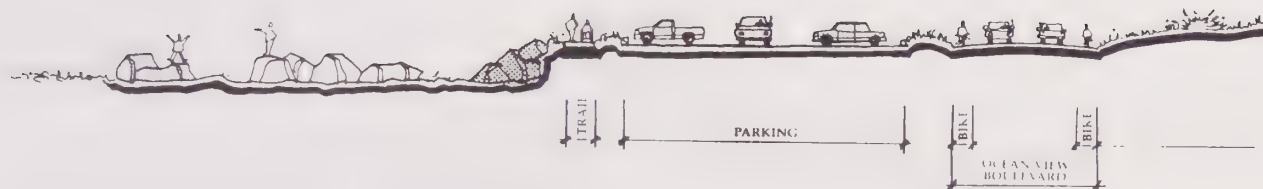
NOTE:

- Trail location to be determined
- Refer to Figure 2 for coastal zone boundary.





MAP 3



SECTION E



SECTION F

NOTE:

- Trail location to be determined

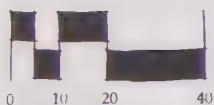


FIGURE 15
POINT PINOS, SECTIONS E AND F

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers

MAP 4:

ESPLANADE/OTTER POINT

EXISTING CONDITIONS

Ownership

- East of Asilomar Avenue, City of Pacific Grove
- West of Asilomar Avenue, United States Coast Guard.

Land Use

- City of Pacific Grove Shoreline Park.

Trail Access

- Narrow informal footpaths within ice plant.
- Unimproved parking areas serve as pedestrian trail because no other trails exist.

Bike Access

- Continuous Class II Bikeway west of Asilomar Avenue.
- Continuous Class III Bikeway east of Asilomar Avenue (presently not signed).

Road Access

- Ocean View Boulevard.

Parking

- Three unimproved parking areas on the seaward side of Ocean View Boulevard, totaling approximately 70 spaces.
- One unstriped, asphalt parking lot at Otter Point, totaling approximately 14 spaces.
- Unrestricted on-street parking.

Transit Access

- Monterey-Salinas Transit serves Point Pinos Lighthouse Reservation via Asilomar Avenue.

Public Safety

- Certain sections of the trail are very narrow and difficult to traverse without falling into the adjacent ice plant.

RECOMMENDED ACTIONS

Figures 16 and 17 illustrate the following recommended actions.

Trails

1. Provide continuous and safe pedestrian trails across or adjacent to unimproved parking areas to connect existing trails.
2. Complete the missing portions of the pedestrian trail near the Esplanade, considering erosion, safety, and continuity.
3. When accessible trails have been established, provide wheelchair access and viewing areas in the following locations:
 - Otter Point
 - Unimproved parking areas.
4. Maintain existing stairways at Otter Point and at the terminus of Coral Street to provide safe access to the beaches (particularly for divers) and to minimize potential erosion.

Bikeways

5. Provide bicycle racks at Otter Point.

Parking

6. Provide at least one space for persons with limited mobility in the Otter Point parking area and in each of the unimproved parking areas.

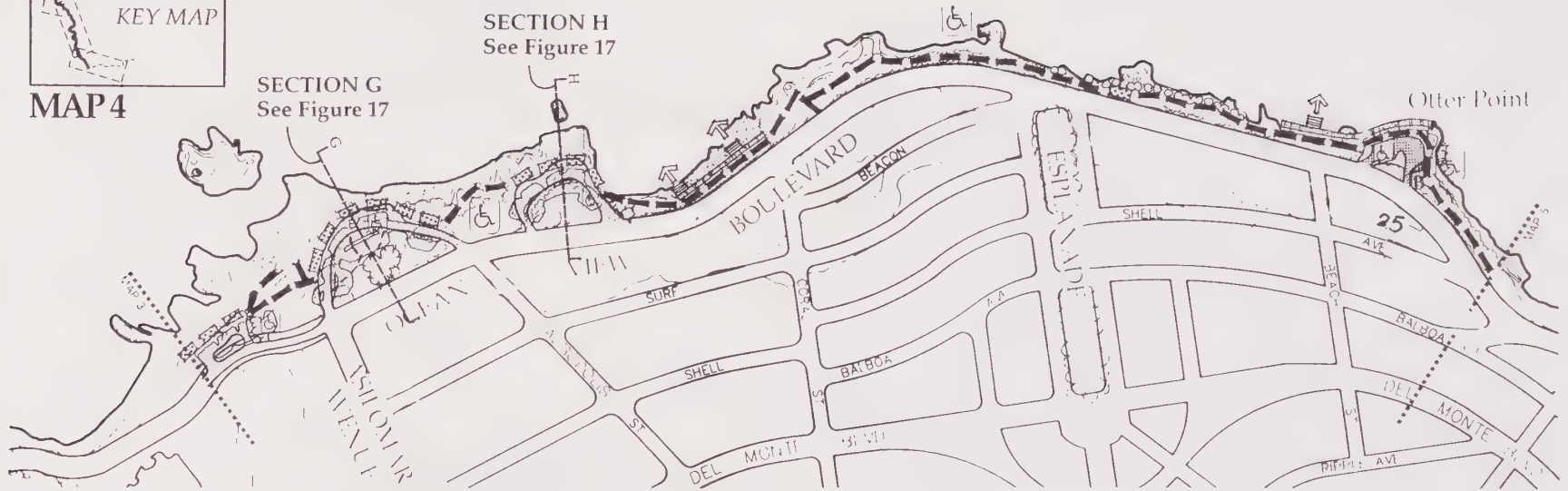
7. Reorganize existing parking areas to manage parking and enhance safety conditions for vehicles, bicyclists, and pedestrians. To proceed with such reorganization shall require Traffic Commission study and recommendation, followed by City Council authorization. Because unlimited parking is not compatible with preservation of shoreline assets, it is not the intention of the City to increase or expand parking areas.



MAP 4

SECTION G
See Figure 17

SECTION H
See Figure 17



PROPOSED TRAILS		EXISTING TRAILS		BOARDWALK	
WHEELCHAIR ACCESS		EXISTING TRAIL TO BE REMOVED		SEA WALL	
HANDICAPPED PARKING		PARKING LOT		STAIRWAY	
BICYCLE RACK		UNIMPROVED PARKING AREA		BEACH	

FIGURE 16
ESPLANADE / OTTER POINT

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN

SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers

NOTE:

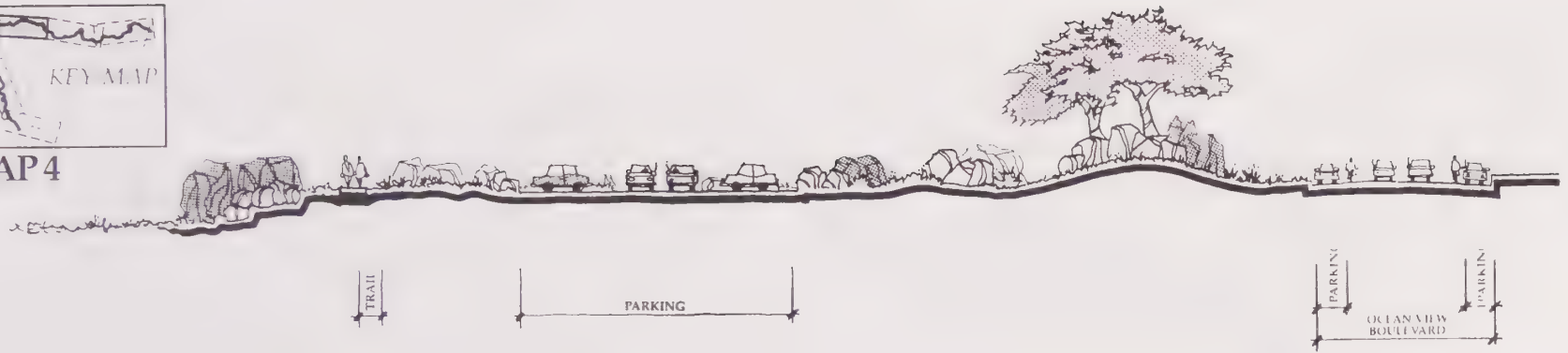
- Trail location to be determined.
- Refer to Figure 2 for coastal zone boundary.



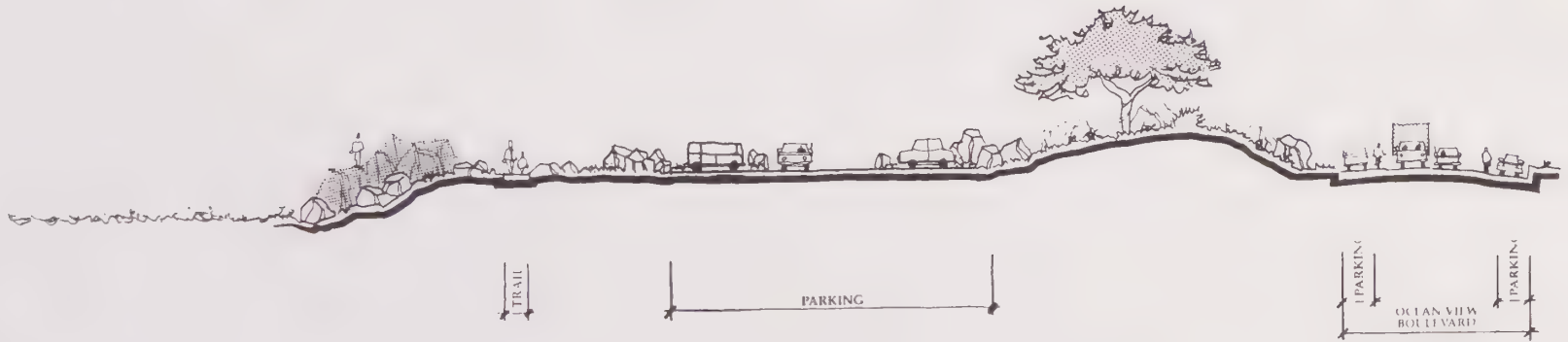


MAP 4

SECTION G



SECTION H



NOTE:

- Trail location to be determined.

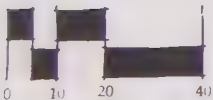


FIGURE 17
ESPLANADE / OTTER POINT, SECTIONS G AND H

MAP 5: LOVERS POINT

EXISTING CONDITIONS

Ownership

- City of Pacific Grove.

Land Use

- City of Pacific Grove Shoreline Park.

Trail Access

- Narrow informal footpaths west of Lovers Point.
- Monterey Bay Coastal Trail: five-foot wide decomposed granite pedestrian trail.
- Trail discontinuous between the terminus of the Monterey Bay Coastal Trail and trails west of Lovers Point.

Bike Access

- Monterey Bay Coastal Trail: Continuous Class I Bikeway, 8-10 feet wide, asphalt (east of Lovers Point).
- Continuous Class III Bikeway along Ocean View Boulevard west of 17th Street (presently not striped or signed).

Road Access

- Ocean View Boulevard.

Parking

- One unstriped asphalt parking lot at Hayes Perkins Park, totaling approximately 10 spaces.
- Two asphalt parking lots at Lovers Point for 2-hour use: north lot, 15 spaces; south lot, 36 spaces.
- Restricted, 2-hour on-street parking on Ocean View Boulevard, between Sea Palm Avenue and Fountain Avenue.
- Unrestricted on-street parking on Ocean View Boulevard, east of Fountain Avenue.
- Unrestricted on-street parking on Ocean View Boulevard, west of Sea Palm Avenue.

Transit Access

- Monterey-Salinas Transit serves Lovers Point via Ocean View Boulevard.

Public Safety

- West of Lovers Point, trails are narrow and difficult to traverse.

RECOMMENDED ACTIONS

Figure 18 illustrates the following recommended actions.

Trails

1. Maintain wheelchair access and viewing areas at Lovers Point (north and south). Provide wheelchair access and viewing areas in Hayes Perkins Park.
2. Provide a continuous and safe pedestrian path across or adjacent to the existing Sea Palm parking lot at Hayes Perkins Park to enhance vehicle and pedestrian safety.
3. Consolidate existing multiple pedestrian trails between Lovers Point and Otter Point into a single trail at least four feet wide. Revegetate the trails eliminated by this consolidation.
4. Explore widening the pedestrian access sidewalk immediately adjacent to Ocean View Boulevard at the Lovers Point end of Hayes Perkins Park.
5. Designate the sidewalk alongside Lovers Point as a feeder route to link the Monterey Bay Coastal Trail footpath with the Pacific Grove coastal pedestrian trail which commences in Hayes Perkins Park. Add signs only as necessary to direct pedestrians from one trail to the other.
6. Maintain existing stairways at Hayes Perkins Park and Lovers Point to provide safe access to the beaches and to minimize potential erosion.

Bikeways

7. Provide bicycle racks at Lovers Point.
8. Using stencils painted on the road surface, direct bicyclists from the Monterey Bay Coastal Trail Class I Bikeway to the continuation of the bicycle route along Ocean View Boulevard.

Parking

9. Provide at least one space for persons with limited mobility in the following parking areas:
 - Lovers Point (north)
 - Lovers Point (south)
 - Hayes Perkins Park.
10. Reorganize existing parking areas to manage parking and enhance safety conditions for vehicles, bicyclists, and pedestrians. To proceed with such reorganization shall require Traffic Commission study and recommendation, followed by City Council authorization. Because unlimited parking is not compatible with preservation of shoreline assets, it is not the intention of the City to increase or expand parking areas.

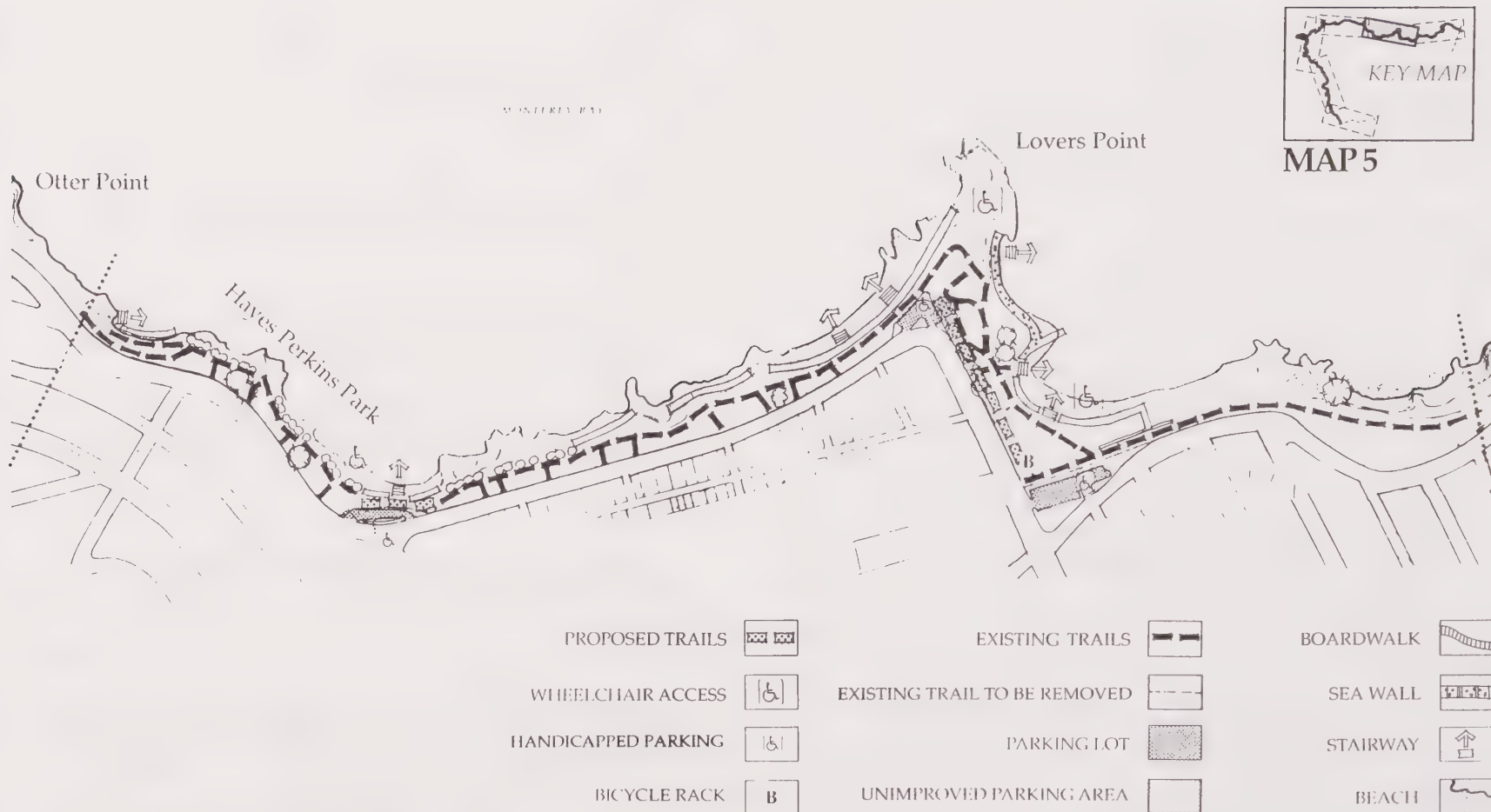


FIGURE 18
LOVERS POINT

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN

SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers

NOTE:

- Trail location to be determined.
- Refer to Figure 2 for coastal zone boundary



MAP 6: BERWICK PARK/ MONTEREY BAY AQUARIUM

EXISTING CONDITIONS

Ownership

- City of Pacific Grove
- Stanford University
- Monterey Bay Aquarium
- Monterey Peninsula Recreation Trail Joint Powers Agency.

Land Use

- City of Pacific Grove Shoreline Park
- Hopkins Marine Station of Stanford University
- Monterey Bay Aquarium.

Trail Access

- Monterey Bay Coastal Trail: five-foot wide decomposed granite pedestrian trail.

Bike Access

- Monterey Bay Coastal Trail: Continuous Class I Bikeway, 8-10 feet wide, asphalt.

Road Access

- Ocean View Boulevard.

Parking

- Unrestricted on-street parking on Ocean View Boulevard, between Fountain Avenue and 1st Street.
- Restricted, 1-hour on-street parking on Ocean View Boulevard, east of 1st Street.

Transit Access

- Monterey-Salinas Transit serves the Monterey Bay Aquarium via Eardley Avenue.

Public Safety

- Conflicting uses of Class I Bikeway by pedestrians, bicyclists, skaters, skate boarders, baby strollers, and four-wheeled pedal surreys.
- Failure to use safety helmets for children riding in surreys, as required by California State Codes.
- Shortcuts created by pedestrians and mountain bikes to reach the trail.

RECOMMENDED ACTIONS

Figure 19 illustrates the following recommended actions.

Trails

1. Require development of the existing 10-foot wide vertical easement west of the Monterey Bay Aquarium as a viewing area.
2. Maintain wheelchair access and viewing areas in Berwick Park.
3. Provide wheelchair access and viewing areas at the Monterey Bay Aquarium (within the 10-foot wide easement noted above).

Bikeways

4. Provide bicycle racks at the Monterey Bay Aquarium and Berwick Park.

Parking

5. Maintain parking spaces for persons with limited mobility adjacent to the existing curb ramps at the following locations:
 - Eardley Avenue (Monterey Bay Aquarium)
 - 9th Street (Berwick Park).



MAP 6

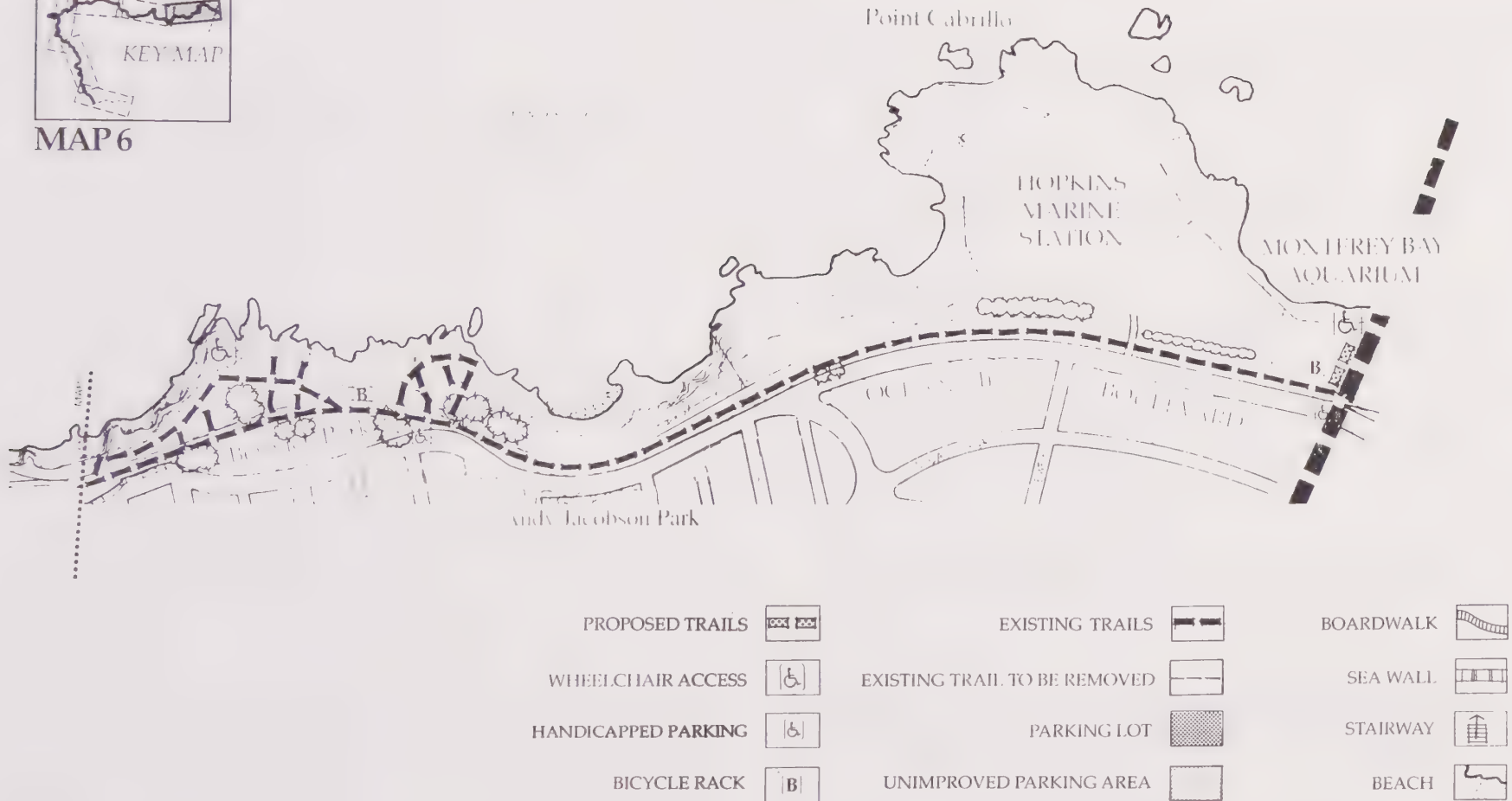
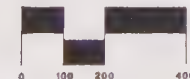


FIGURE 19
BERWICK PARK / MONTEREY BAY AQUARIUM

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN

SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers



NOTE:

- Refer to Figure 2 for coastal zone boundary.

CHAPTER 9

SEA WALL PROGRAM

In addition to the Coastal Resource provisions found in Chapter 6, the *Coastal Parks Plan* outlines a comprehensive sea wall program to address immediate and long-term protection of the Pacific Grove shoreline. Specifically this program seeks to:

- identify and monitor areas subject to erosion;
- prioritize areas in most need of repair or protection; and
- define specific policies to guide future protection of the coast.

BACKGROUND

Change is an inherent feature of the coast. Wind, rain, and wave and tidal action will, over time, naturally cause erosion. Since the Pacific Grove shoreline is primarily granite-based, erosion over the years has been slow but continual. Severe erosion occurs during periods of heavy storms. To minimize that erosion, structural improvements such as riprap and diking have been installed, and walls have been constructed as funds have permitted.

Changes in sea level have left beach deposits and caused erosion. Past patterns of erosion have produced channels, or swales, in the rock surface. These swales have been filled with more recent deposits of beach sand and loose boulders. Many of the existing walls were constructed over these channels, causing the wall to rest partially on rock and partially on beach sand and loose boulders.

Although all of the existing walls are earth retaining structures, they are not all sea walls. Earth retaining walls are used to support or hold back earth. Sea walls are used to break the force of incoming ocean waves and to limit erosion of the shoreline. Earth retaining walls will be necessary to support the construction and improvement of trails. Repair of existing and construction of future sea walls will be necessary to minimize erosion and to stabilize the shoreline.

EXISTING SEA WALL REPAIR REQUIREMENTS

In the past, the areas most subject to erosion have coincided with the location of the five major wall structures:

- Lovers Point (west)
- Lovers Point (east)
- Sea Palm Avenue Parking Lot
- Hayes Perkins Park/Otter Point
- Coral Street Beach.

Below is a description of repair requirements for the five major walls along the shoreline. This discussion will prioritize the urgency and necessity for repair.

SEA PALM PARKING LOT

The wall adjacent to the Sea Palm parking lot is the most unstable of any of the structures. This wall has experienced base failure and is rotating toward the beach, with evidence of shearing and translation. The wall has a corrugated metal drain pipe in the lower portion which was probably meant to drain a natural channel. Movement of the wall during rotation may have separated or sheared this drain pipe, allowing large amounts of water runoff to enter the soil behind the wall, leading to further instability.

Priority: Immediate

LOVERS POINT (WEST)

The base of the wall immediately west of Lovers Point is nearly unsupported in some segments, and has been seriously undercut by wave action and possibly by piping from seepage water. Sand and large rock that may have been at the base of the wall are no longer evident, exposing the soil and rock on which the wall rests. Although the wall itself appears to be in good condition, this may not last under heavy rains or waves.

Priority: Immediate

HAYES PERKINS PARK/OTTER POINT

Walls along Otter Point and Hayes Perkins Park (between Siren and Beach Streets) are more exposed to wave action than those further east. Although some undercutting or scouring has occurred along this segment, it is not as severe as the condition to the west of Lovers Point.

Priority: Near-Term

CORAL STREET BEACH

The wall along the Coral Street beach appears to have been founded on sand, with little rock support. Both scouring and piping has occurred, with some rotation of the wall toward the beach due to the loss or lack of rock support beneath the wall. However, the lower height of wall reduces the severity of the problem in this location.

Priority: Near-Term

LOVERS POINT (EAST)

Sea walls located east of Lovers Point are in good condition. In some locations, riprap has been used to prevent shoreline erosion. Given its location along the Monterey Bay, this portion of the coast is less exposed to ocean waves than other portions of the coast. To prevent or deter future compromise of their structural capability, surface drainage could be improved in the areas behind these walls.

Priority: Long-Term

OTHER SHORELINE PROTECTION REQUIREMENTS

In general, any area comprised predominately of beach sand rather than rock is susceptible to erosion and may require a form of shoreline protection. During heavy storms, these areas wash away easily. Although subsequent years of wave action will replenish the beach, without adequate protection, other improvements may be washed away as well, such as trails, walls, and roadways.

In addition to the five areas discussed above, two specific areas may require shoreline protection to reduce scouring: the Crespi Pond inlet and a segment near Point Pinos. Both these areas would require protection such as riprap or a seawall to minimize further damage to the shoreline.

POLICIES FOR FUTURE PROTECTION

The following recommendations are proposed to ensure future protection of the shoreline from the force of incoming ocean waves and the effects of shoreline erosion.

1. Allow structural protection measures only when all non-engineering solutions to erosion hazards have been exhausted. If a protective structure is required, the structure should not:
 - significantly reduce or restrict beach access;
 - adversely affect shoreline processes and sand supply;
 - significantly increase erosion on adjacent properties;
 - cause harmful impacts on vegetation, wildlife, or fish habitats;
 - be placed further than necessary from the development requiring protection; or
 - create a significant visual intrusion.
2. Consistent with the existing character of the coast, repair walls east of the Esplanade to allow for expanded pedestrian trails and to prevent further erosion of the coast.
3. Consistent with the existing rugged character of the coast west of the Esplanade, install natural riprap to prevent further erosion of the coast and to support future trail construction, where necessary.
4. Do not construct walls on sand deposits or fine rock because this material is easily eroded or scoured from beneath the structural footings.
5. Do not construct walls in drainage swales or channels. Since most of these areas have been previously eroded to greater depths and refilled with beach deposits, erosion and scouring are very likely to occur.
6. When construction of a trail is desirable and may require shoreline support:
 - consider using a foot bridge over drainage channels rather than backfilling existing walls; and
 - where the trail is well removed from the coastal edge and retaining walls are unnecessary, use natural riprap for erosion protection.
7. Divert water runoff from the inland side of the trail to points where it may be channeled beneath the trail. Walls should never be used to direct surface flow, and storm drain pipes should not be sited within the walls.
8. Remove ground squirrels from behind existing and future walls because their burrows provide excellent channels for runoff water to reach the lower levels of the walls, increasing the possibility of structural failure. Further, allow signs to discourage feeding of ground squirrels.
9. Ensure that all existing and future sea walls are able to perform under high wave conditions.

This 1991 report is presented as background information only; it is not part of the adopted Coastal Parks Plan.

APPENDIX
ISSUES AND
OPPORTUNITIES
1991

This 1991 report is presented as background information only; it is not part of the adopted Coastal Parks Plan.

INTRODUCTION

BACKGROUND

Incorporated in 1889, Pacific Grove encompasses almost three square miles of land and has a 1990 census population of 16,117. Pacific Grove is located 120 miles south of San Francisco on the Monterey Bay. In September, 1989, the City of Pacific Grove retained Sedway Cooke Associates to prepare an *Implementation Plan* for the *Pacific Grove Local Coastal Program*. As discussed in more detail below, the *Implementation Plan* consists of the *Coastal Implementing Ordinance* and the *Coastal Parks Plan*. The draft *Ordinance* is under review by city staff; preparation of the *Coastal Parks Plan* began in January, 1991 with completion scheduled for Spring 1992.

PROJECT BOUNDARIES. Pacific Grove's coastal zone extends from the Monterey Bay Aquarium on the east to the City limits at the southern end of the Asilomar State Beach. The coastal parks planning area lies within the coastal zone and encompasses about 286 acres of land. Included are:

- Point Pinos Lighthouse Reservation, bounded by Asilomar Avenue on the east, Lighthouse Avenue on the south, and the shoreline at Mean High Water on the west and north.

Within the Lighthouse Reservation, the City of Pacific Grove holds an easement for a 60-foot road right-of-way (Ocean View Boulevard) and a revocable license extending to the year 2012 for a municipal golf course.

- The Asilomar State Beach and Conference Grounds.

- The Asilomar Dunes Residential Neighborhood, bounded by Lighthouse Avenue on the north, Asilomar Avenue on the east, the Asilomar Conference Grounds on the south, and Sunset Drive on the west to Rocky Shores, which is included.
- All other land seaward of Ocean View Boulevard and Sunset Drive.

PURPOSE OF THIS REPORT. The purpose of this report is to document existing conditions within the coastal parks planning area and to identify key issues and opportunities related to preparation of a *Coastal Parks Plan* for the Pacific Grove coast.

CALIFORNIA COASTAL ACT

In November 1972, California voters approved a ballot initiative establishing the California Coastal Commission and six regional commissions. The 1976 *California Coastal Act* was enacted by the California State Legislature to provide for both conservation and orderly development of California's 1,100-mile coastline.

As a state coastal management and regulatory agency, the California Coastal Commission was established to manage the coastal zone as a resource of statewide importance through permit authority. Section 30001.5 of the *California Coastal Act* sets forth the following basic goals for the coastal zone:

- (a) *Protect, maintain, and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and man-made resources;*
- (b) *Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state;*

- (c) *Maximize public access to and along the coast, and maximize public recreation opportunities in the coastal zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners;*
- (d) *Ensure priority for coastal-dependent development and coastal-related development over other development on the coast; and*
- (e) *Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.*

The *California Coastal Act* also requires every city and county within the coastal zone to prepare a Local Coastal Program (LCP) to be submitted to and approved by the California Coastal Commission. As established in Section 30103 of the *California Coastal Act*, the coastal zone generally extends inland 1,000 yards from the mean high tide line of the sea from California's border with Oregon to the Republic of Mexico. In areas of significant coastal estuarine, habitat, and recreational value, the coastal zone extends inland to the first major ridgeline paralleling the sea or five miles from the mean high tide line of the sea, whichever is less.

A Local Coastal Program is a specific long-term management plan prepared by each of the state's 69 coastal cities and counties for its portion of the coast. The general purpose of an LCP is to protect coastal resources and to establish guidelines for future development within the coastal zone. Together these city and county Local Coastal Programs are intended to create a comprehensive plan for the entire California coastline. Until the LCP is certified by the Coastal Commission, the Commission exercises permit control over all new development within that part of the coastal zone. Following certification, the Commission's regulatory authority is transferred to the local government.

A Local Coastal Program typically consists of a Land Use Plan and an Implementation Plan. The Land Use Plan (LUP) contains appropriate land use designations and planning policy to guide development within the coastal zone. An Implementation Plan contains the necessary regulations, ordinances, and procedures to implement the Land Use Plan.

PACIFIC GROVE LOCAL COASTAL PROGRAM

The *Pacific Grove Local Coastal Program* is divided into two major plans: the *Land Use Plan* and the *Implementation Plan*.

LAND USE PLAN. The City of Pacific Grove, in coordination with the California Coastal Commission, has prepared and approved the *Pacific Grove LCP Land Use Plan*. The *Land Use Plan* was certified by the Commission on December 15, 1988, subject to modifications proposed by Coastal Commission staff. These modifications were accepted by the Pacific Grove City Council on June 7, 1989, subject to specific clarifications agreed to by Coastal Commission staff. As an adopted element of the *Pacific Grove General Plan*, the *LCP Land Use Plan* contains four major sections:

- Resource Management
- Land Use and Development
- Public Facilities
- Public Shoreline Access

Each of these sections contain general background information, describe previously existing relevant policies and regulations, and set forth new policy direction for the city.

IMPLEMENTATION PLAN. An *Implementation Plan* includes zoning ordinance amendments and revisions, and other programs needed to carry out the goals and objectives of the *Land Use Plan*. The *Pacific Grove Implementation Plan* consists of the *Coastal Implementing Ordinance* and the *Coastal Parks Plan*.

Coastal Implementing Ordinance. The *Coastal Implementing Ordinance*, drafted by Sedway Cooke Associates, contains regulations to effectively implement policies found in the *Land Use Plan* on all land within the coastal zone. Currently under review by city staff, these ordinances will be inserted into the city zoning ordinance upon adoption.

Coastal Parks Plan. The purpose of the *Coastal Parks Plan* is to establish management, restoration, and enhancement guidelines for the coastal parks planning area. As an element of the *Implementation Plan*, the *Coastal Parks Plan* is consistent with and should be used in conjunction with the *Land Use Plan*.

PLANNING PROCESS

On January 24, 1991, the City of Pacific Grove held a public workshop to identify goals and objectives for the preparation of the *Coastal Parks Plan*, and to record issues raised by local residents and city staff. An *Issues and Opportunities* report was prepared based on information gathered during this workshop, field surveys, and research conducted by Sedway Cooke Associates.

On June 18, 1991, the City conducted a second workshop with the Trails Committee to generate design alternatives based on the existing conditions presented in this report. A draft *Coastal Parks Plan* was prepared during September 1991. On October 24, 1991, this draft was presented to the community during a Trails Committee meeting and during a public workshop. Based on comments received during these workshops, the draft *Coastal Parks Plan* was revised and made available for public comment and review by the Planning Commission and City Council.

REPORT ORGANIZATION

The *Issues and Opportunities* report is organized into four sections. Following this introductory section, existing conditions in the planning area are described. Next, issues associated with planning and designing the coastal parks area are discussed. The last section identifies opportunities that address the major issues within the planning area. Supporting illustrations can be found at the end of the report.

FINDINGS

This section discusses existing conditions within the coastal parks planning area. These findings were based on: field research; discussions with city and Coastal Commission staff, officials of the State Department of Parks and Recreation and the Monterey Peninsula Regional Park District, and local residents; and information gathered during the first public workshop.

COASTAL LAND USE

As discussed below, coastal land use and development issues include:

- Land Use
- Character of the Coast
- Conservation Easements and Private Property.

LAND USE. As illustrated in Figure 1, the Pacific Grove coastal parks planning area encompasses 286 acres of land along the Monterey Bay and Pacific Ocean. About 90 percent, or 257 acres of the coastal land is held in public open space; the remaining 10 percent, or 29 acres is privately owned. Public areas include: Pacific Grove Coastal Parks, Point Pinos Lighthouse Reservation, and the Asilomar State Beach and Conference Center. Private lands include: Hopkins Marine Station of Stanford University, Rocky Shores residential area, commercial uses at Sunset Drive/Asilomar Avenue, and the Southern Pacific Railroad property. Below is a brief description of these areas.

Pacific Grove Coastal Parks. The City of Pacific Grove owns and maintains a 42-acre shoreline park along Ocean View Boulevard, between Asilomar Avenue to the west and the Hopkins Marine Station to the east. This land includes the Hayes Perkins Park, Lovers Point, and Berwick Park.

Point Pinos Lighthouse Reservation. The Point Pinos Lighthouse Reservation, under United States Coast Guard ownership, is located between Lighthouse and Asilomar Avenues, and encompasses about 93 acres of land (including land seaward of Sunset Drive and Ocean View Boulevard). In March 1968, the City of Pacific Grove and the United States Coast Guard entered into a 25-year lease agreement which allows the City to use the majority of this area for a municipal golf course and a smaller portion for the Point Pinos Lighthouse Museum. This lease was renewed for another 25 years in August, 1987. It will expire in 2012. Other facilities within Lighthouse Reservation include the Coast Guard fog horn, the former city wastewater treatment plant, and the United States Naval Reserve Center.

Asilomar State Beach and Conference Grounds. Located in the southwestern portion of the coastal area, the Asilomar State Beach and Conference Grounds occupies about 105 acres of dunes, forest, and conference facilities. The overall site is owned

by the state; the conference facilities are operated by the non-profit Asilomar Operating Corporation.

Conference facilities are located on the inland side of Sunset Drive, generally bounded by Asilomar, Sinex, and Crocker Avenues. Dating back to 1913, the original buildings in this facility were designed by the pioneering architect Julia Morgan.

The Asilomar State Beach is located on the seaward side of Sunset Drive, bounded by Jewell Avenue to the north and Monterey County to the south. The dunes are known for their sandy beaches and sensitive dune and beach habitat, containing a number of endangered plant and animal species.

Due to the harmful overuse of dunes by pedestrians and vehicles, the State Department of Parks and Recreation developed a comprehensive dune restoration program. This program has been underway since 1985 and includes:

- installation of fencing along Sunset Drive to protect habitat and to control indiscriminate access;
- plantings of native dune habitat vegetation; and
- removal of the invasive "hottentot fig" ice plant (*Carpobrotus edulis*), a non-native species originally planted to prevent erosion.

Hopkins Marine Station. Stanford University owns and operates the Hopkins Marine Station. The Marine Station is located on a 20-acre site adjacent to the Monterey Bay Aquarium. Founded in 1893 and originally located at Lovers Point, the Station was moved to its present location in 1917. As a branch of the Stanford Biological Sciences Department, the Station is a research and teaching facility, focusing on the ecology of inshore waters and research on marine organisms.

Rocky Shores. The oceanfront property at the end of Jewell Avenue on the seaward side of Sunset Drive, commonly referred to as Rocky Shores, encompasses about 5.5 acres of land. This area is subdivided into seven lots that are currently zoned for single-family residential (R-1) use. As set forth in the *Pacific Grove LCP Land Use Plan* (Section 3.4.5.4), it is the City's objective to permanently maintain this area as open space.

Sunset/Crocker Commercial Area. Commercial uses are found on four parcels, or five acres of land at Sunset Drive/Crocker Avenue, in the southern portion of the planning area. These uses consist of the Beachcomber Motel, Fishwife Restaurant, Hayward Lumber site, the Fife Mill site, and the Russell Service Center.

Southern Pacific Railroad Property. The Southern Pacific Railroad Company owns a two-mile, 50-foot-wide right-of-way which extends from the Monarch Pines Mobile Home Park on the east to Sinex Avenue on the south. This right-of-way travels through the Pacific Grove Municipal Golf Course and behind several residential lots. Currently one portion of it, between Lighthouse Avenue and Sunset Drive, is used by local residents for walking and jogging.

CHARACTER OF THE COAST. As illustrated in Figure 2, the existing character of the coast reflects a combination of physical features such as landscaping, topography, habitat, tidepools, views, parking areas, structures, vegetation, rock outcroppings, sea walls, and fences. The Pacific Grove coast can be distinguished as three types of character: urban park, garden park, and rugged coast. The contrast between these areas is described below.

Urban Park. The urban park character of the coast is most apparent between Lovers Point to the west and Point Cabrillo to the east. Several features combine to give this area an "urban park" appearance. Within the abandoned Southern Pacific

Railroad right-of-way is an 8-10 foot-wide asphalt Class I Bikeway and a separate 2-5 foot-wide decomposed granite pedestrian trail which generally parallels the bikeway. Nearly the entire coast in this area is supported by natural rock, with areas of reinforcing riprap and an elaborate golden granite sea wall along Lovers Point.

Most of the trail is situated 10-15 feet below Ocean View Boulevard. This topographical difference helps delineate the trail from the street. On-street parking, curbing, and fencing further delineate the trail from the street.

Landscaping consists of intermittent stands of Monterey cypress, low shrubs and ground cover, and grassy areas within Berwick Park. Adjacent residential and commercial activity further add to the "urban" character of the area.

Two types of lighting are evident: security lighting and street lighting. At the west end of Berwick Park, four security lights have been installed along the retaining wall between 12th Street and Carmel Avenue. Existing street lights are found along the south side of Ocean View Boulevard, providing low, indirect lighting along the trail.

Amenities such as trash cans and benches are located throughout the area. Telephones can be found near the Monterey Bay Aquarium, Berwick Park, and Lovers Point. Public restrooms are available at Lovers Point.

Garden Park. Between Lovers Point to the east and the Esplanade to the west, the coast changes to a "garden" character. The most striking difference is the absence of the wide asphalt path and the presence of narrower, dirt footpaths which meander through a carpet of ice plant. This area has become a major tourist attraction due to the fantastic display of magenta flowers characteristic of the "magic carpet" ice plant (*Drosanthemum*

floribundum). Although not a native species, its flowering habit lends a unique local identity to the City of Pacific Grove.

Most of the footpaths are fewer than three feet wide, making it nearly impossible to pass people or to walk two abreast without damaging surrounding vegetation. Since the trails are generally at street grade, the presence of adjacent houses is far more apparent than in the "urban" portion of the coast. In addition to on-street parking along the entire segment, asphalt parking areas are available at Hayes Perkins Park and Otter Point.

With only one stand of Monterey cypress, the most notable landscape feature is the 5-8 foot high Tree Aloe (*Aloe arborescens*) located along the coastal bluff. Although these shrubs provide a strong vertical element to the coast, they partially obscure views of the Monterey Bay.

A granite sea wall supports most of the coast between Lovers Point and Hayes Perkins Park. Surfers and divers often use the stairways within Hayes Perkins Park and at Otter Point. There are no restrooms or telephones in the area. Trash cans are found at Hayes Perkins Park and Otter Point.

Rugged Coast. The rugged, open character of the coast is clearly evident from the Esplanade on the east to the city limits on the south. An undeveloped appearance distinguishes this area from other parts of the coast. Except for a small segment of sea wall at the Coral Street beach, this entire area maintains a natural character with unimproved parking areas and trails.

Large granite outcroppings are prominent along the coast and have historically protected the shoreline from the eroding action of waves. Since waves break on the rocks, this section of the coast has experienced minimal shoreline erosion.

Gentle rolling dunes and coastal bluffs are found throughout the area. Non-native "hottentot fig" ice plant (*Carpobrotus edulus*) is evident between the Esplanade on the east and Rocky Shores on the south. This ice plant is characteristically different from the "magic carpet" ice plant variety found in the Garden Park. Although the Asilomar State Beach was once overtaken by "hottentot fig" ice plant, recent rehabilitation has restored most of the dunes to their native habitat.

Visitors frequent the many tidepools along this portion of the coast. Although there is only one formal stairway to the beach near Coral Street, most of the beach areas are easily accessible. Trash receptacles are found throughout the unimproved parking areas and at various access points to the Asilomar State Beach trail system. Restrooms are available near the 17th Hole of the Municipal Golf Course (across Ocean View Boulevard) and within the Asilomar Conference Grounds (across Sunset Drive).

CONSERVATION EASEMENTS AND PRIVATE PROPERTY. As established in the *Pacific Grove LCP Land Use Plan* (Section 2.3.5), conservation easements and deed restrictions are required as conditions of project approval to protect natural resources and/or public access. A conservation easement grants a right or interest in real property to retain land or water areas, predominantly in their natural and scenic condition. A deed restriction describes limitations placed on property and its use, usually made as a condition of holding title or lease.

The Asilomar Dunes Neighborhood contains many parcels with endangered plant and animal species and their habitat. This residential neighborhood is bounded by Lighthouse Avenue to the north, Sunset Drive to the west, Asilomar Avenue to the east, and the Asilomar State Conference Grounds to the south, and includes the Rocky Shores area.

Given the presence of sensitive habitat, botanical surveys are required as set forth in the *LCP Land Use Plan* (Section 2.3.5). The general purpose of these surveys is to identify endangered plant and animal species, and to recommend specific mitigation measures that will offset potential impacts from proposed development to the species and/or their habitat. For this neighborhood, conservation easements, as set forth in Section 2.3.5.1 (e) of the *LCP Land Use Plan*, would be established. Development would be restricted, to protect both the dune habitat of rare or endangered species and the forest front zone along Asilomar Avenue. (Figure 8 identifies sensitive habitat areas within the coastal zone based on a 1988 survey.)

PUBLIC SHORELINE ACCESS

To assist in planning trails and bikeways, the Pacific Grove Trails Committee was formed in April, 1988. This committee is comprised of local residents appointed by the City Council, and a representative from both the Monterey Peninsula Regional Park District and the State Department of Parks and Recreation.

Their mission is to prepare a strategy to develop and improve recreational trails, bikeways, and shoreline parking between Lovers Point and Spanish Bay, including the Southern Pacific Railroad right-of-way. Planning and implementation recommendations by the Trails Committee are founded on the following goals:

- protect shoreline views and enhance aesthetic and scenic qualities;
- develop safe and adequate public access to and along the shoreline;
- protect blufftop habitat;
- provide parking areas where appropriate; and
- maintain the natural beauty of the shoreline as one of the community's distinctive resources.

Figure 3 illustrates general conditions along the shoreline which may impact access, including the location of sea walls, riprap, rock outcroppings, stairways, and beaches. The following issues related to public shoreline access are discussed below:

- Bikeways
- Pedestrian Trails
- Parking
- Barrier-Free Access
- Bus Service
- Public Beaches
- Access through Private Property.

BIKEWAYS. Consistent with policies found in the *Pacific Grove Bikeways Plan* and the *Pacific Grove LCP Land Use Plan*, the Trails Committee has proposed a three-phase bicycle plan, as illustrated in Figure 4. Goals of the *Bikeways Plan* include:

- improve bicycle safety along Ocean View Boulevard and Sunset Drive;
- enhance recreation opportunities;
- protect significant natural resources of the coast area; and
- successfully extend the Monterey Peninsula Recreation Trail through the city.

The Monterey Peninsula Recreation Trail is proposed to ultimately extend from Castroville to Carmel. A 3.65-mile segment would travel through Pacific Grove from the Monterey Bay Aquarium to the Pebble Beach 17 Mile Drive entrance. Proposed bikeway classifications are depicted in Figure 5.

Phase I. Phase I of the *Pacific Grove Bikeways Plan* has been constructed as a Class I Bikeway from Eardley Avenue on the east to 17th Street on the west. Class I Bikeways establish a trail for bicycles, separate from either pedestrian trails or vehicular lanes.

In 1990, the Monterey Bay Aquarium submitted a proposal to exchange a portion of their property known as the Work Triangle for a portion of the Monterey Peninsula Recreation Trail, at the Pacific Grove/Monterey city limit. This "land swap" would enable the Aquarium to consolidate their property presently bisected by the trail and would relocate the trail closer to Ocean View Boulevard, outside the consolidated portion of the Aquarium property.

Both the City of Monterey City Council and the Parks and Recreation Commission approved this "land swap", believing that such an exchange would result in a more functional and reasonable use of the land. The Aquarium would be responsible for all costs associated with the design, construction, and relocation of the trail.

Phase II. Recently constructed, Phase II is a 2.1-mile Class II Bikeway along Sunset Drive and Ocean View Boulevard, from Asilomar Avenue both on the north and on the south. Class II Bikeways provide a separate, striped, one-way bicycle lane within the street right-of-way. To provide this bikeway, parts of Ocean View Boulevard and Sunset Drive were widened four to five feet on both sides of the road.

Phase III. Phase III would establish a bikeway along Ocean View Boulevard between Asilomar Avenue and 17th Street. Due to the narrow 36-40-foot Ocean View Boulevard right-of-way, the Trails Committee has recommended a Class III Bikeway for this portion of the road.

However, between Asilomar Avenue on the west and the Esplanade on the east, a Class II Bikeway is feasible if on-street parking is eliminated on one side of the road. Between the Esplanade on the west and 17th Street on the east, a Class II Bikeway is not feasible unless on-street parking is eliminated from both sides of the street.

PEDESTRIAN TRAILS. As illustrated in Figure 6, pedestrian trails and footpaths currently exist for nearly the entire length of the Pacific Grove coast; in other locations, trails are lacking. The coastal trail system is complete in the following three areas.

Monterey Peninsula Recreation Trail. The Monterey Peninsula Recreation Trail consists of an 8-10-foot-wide asphalt bicycle path between the Monterey Bay Aquarium on the east and 17th Street on the west. This path is typically used by bicyclists, rollerskaters, and skateboarders. A 2-5-foot-wide decomposed granite pedestrian path generally follows the bicycle path.

Asilomar State Beach Trails. The State Department of Parks and Recreation has recently constructed five-foot-wide, decomposed granite paths running the entire length of the Asilomar State Beach. These trails were designed to meet handicapped access requirements for slope and width. Boardwalks have been constructed for specific parts of the path to minimize erosion or to protect archaeological sites. To safeguard sensitive habitat and to control pedestrian traffic entering the Asilomar State Beach, split-rail and rope fencing has been installed along the seaward side of Sunset Drive with 22 access points to the trails and beaches.

Footpaths. Informal footpaths exist in the middle portion of the planning area, between Lovers Point on the east and the Lighthouse Reservation dunes on the west. These narrow (1-3 foot-wide) trails meander along the coastal edge, and appear to have evolved gradually through heavy pedestrian use.

The coastal trail system is incomplete in the following seven areas.

Lovers Point. Since the Monterey Peninsula Recreation Trail terminates at 17th Street, pedestrians (and other trail users) must walk along the public sidewalk or through Lovers Point to the

existing trails west of Lovers Point. Access along the volleyball court at the Bathhouse Restaurant is difficult due to the configuration of the adjacent parking lot and stairs.

Sea Palm Parking Lot. Although footpaths exist on both sides of the Sea Palm parking lot in Hayes Perkins Park, there is no trail through or along the parking area; pedestrians must travel between parked and moving vehicles.

Esplanade Link. Two portions of the footpath are missing near the Esplanade. In both places, pedestrians must walk in Ocean View Boulevard.

Unimproved Parking Areas. Between Coral Street on the east and Point Pinos on the south, footpaths connect six unimproved parking areas, yet no separate trail exists within the parking areas. Consequently, pedestrians are forced to walk through the parking areas, and between parked and moving vehicles.

Lighthouse Reservation. There is no trail through the Lighthouse Reservation dunes. Indiscriminate and heavy pedestrian use of the dunes has damaged existing vegetation, leaving sandy, undefined walking areas.

Rocky Shores. In the Rocky Shores residential area, no trails exist along the shoreline. Trail users must walk along Sunset Drive.

Sunset/Crocker Commercial Area. There is no designated trail connecting the footpath immediately adjacent to the Class II Bikeway along Sunset Drive to the Del Monte Forest trail system. Pedestrians walk on the public sidewalk at the Beachcomber Motel/Fishwife Restaurant. East of the commercial area, a trail within the Southern Pacific Railroad right-of-way connects to the Del Monte Forest trail system south of Sunset Drive.

PARKING. As illustrated in Figure 7 and described below, four types of parking currently exist along Sunset Drive and Ocean View Boulevard.

Asphalt Parking Lots. Four asphalt parking lots are found along Ocean View Boulevard: two at Lovers Point (15 spaces, 2-hour use and 36 spaces, 2-hour use); Hayes Perkins Park (about 10 unstriped spaces); and Otter Point (about 10 unstriped spaces).

Unimproved Parking Areas. There are six unimproved parking areas along Ocean View Boulevard from Coral Street to Point Pinos. These unimproved lots are unstriped and can accommodate a total of about 100 vehicles.

On-street Parking. On-street parking is available along Ocean View Boulevard, with restricted 1-hour use from 1st Street to Eardley Avenue and 2-hour use from Sea Palm Avenue to Fountain Avenue. These spaces are typically filled throughout the day, especially during peak weekend hours and holidays. Unrestricted on-street parking is also available along Ocean View Boulevard west of Sea Palm Avenue. These spaces seem to be in far less demand than those east of Sea Palm Avenue.

Off-street Unimproved Pullouts. Numerous unimproved, off-street pullout areas exist along Sunset Drive, south of Point Pinos. These pullouts are located adjacent to the road's edge and often create hazardous incidents for pedestrians.

BARRIER-FREE ACCESS. Two existing trail segments can safely accommodate people in wheelchairs or with limited mobility: Monterey Peninsula Recreation Trail and the Asilomar State Beach trail system. Most remaining trail segments are narrow, surfaced with dirt or decomposed granite, and often rocky. These paths are difficult to maneuver for people of limited mobility. Although parking areas offer view of the ocean and coastline,

they generally do not provide convenient wheelchair access to adjoining trails.

LOCAL BUS SERVICE. Monterey-Salinas Transit (MST) operates three bus lines to and within Pacific Grove. None of these lines run along Sunset Drive; one line runs along Ocean View Boulevard between Sea Palm Avenue and 17th Street.

Line 14, *Presidio*, provides service to Lovers Point. Line 1, *Asilomar*, provides service to the Asilomar Conference Grounds. Line 2, *Pacific Grove*, services the central portion of the city. Although the only direct public access to the coast is from Line 14, suitable signage could be installed to guide visitors to the shoreline from appropriate bus stops.

TOUR BUS SERVICE. State and local tour bus services operate along Ocean View Boulevard. These buses stop for brief periods, allowing tourists to leave the bus to view and photograph the scenery. Presently, there are no designated parking lots or restricted turnouts for buses only. Tour buses park along the coast wherever space is available, creating traffic problems and endangering pedestrians and bicyclists.

PUBLIC BEACHES. As illustrated in Figure 3, access to public, sandy beaches can be found at Lovers Point, Hayes Perkins Park, Otter Point, Coral Street, Point Pinos, Lighthouse Reservation, and Asilomar State Beach. Access to beaches along Monterey Bay is generally by stairways. Along the Pacific Ocean, access to beaches, tidepools, and rock outcroppings is easier because the topography is less steep; people can more easily maneuver over the rocks and boulders.

ACCESS THROUGH PRIVATE PROPERTY. As stated in the *California Coastal Act*, development projects within the coastal zone are obliged to provide vertical and/or lateral public access to the coast. They need not provide vertical access if they can prove that sufficient lateral access exists nearby. Lateral access is required, however, unless it can be shown that adequate access already exists, public safety is at risk, or coastal resources may be damaged.

Adequate vertical and lateral access exists for about 90 percent of the Pacific Grove coast because it is in public ownership. The remaining 10 percent is privately owned, including: Hopkins Marine Station, Rocky Shores, and the Sunset/Crocker commercial area. The type of access available to these areas is described below.

Hopkins Marine Station. Since the Monterey Peninsula Recreation Trail parallels the Hopkins Marine Station, adequate lateral access is available and vertical public access is unnecessary. Further, given the sensitive nature of research projects at the Station, public vertical access to the water would be inappropriate.

Rocky Shores. The coastline adjacent to the Rocky Shores residential area is about 0.15-mile in length. As noted earlier, no lateral or vertical shoreline access exists; pedestrians are forced to walk along Sunset Drive.

Sunset/Crocker Commercial Area. Commercial uses along Sunset Drive at Crocker Avenue account for a .29-mile segment of incomplete trail. Pedestrians use the partial sidewalk in front of the Fishwife Restaurant and Beachcomber Motel.

RESOURCE MANAGEMENT

A major goal of the *California Coastal Act* is to protect, maintain, enhance, and restore coastal resources. The following types of sensitive coastal resource areas exist within the Pacific Grove coastal park area:

- Coastal Land Resources
- Water and Marine Resources
- Scenic Resources
- Archaeological Resources
- Shoreline Resources.

COASTAL LAND RESOURCES. Two types of coastal land resources exist within the coastal area and are considered to have special significance, as described below.

Environmentally Sensitive Habitats. Environmentally sensitive habitat areas include any area in which plant or animal life, or their habitats, are either rare or especially valuable due to their special nature or role in an ecosystem. A *Habitat Sensitivity Study* conducted in 1988 by David Shonman identified these areas based on a 13-scale rating system. Areas receiving an A-1, B-2, B-3, or C-8 rating were considered extremely to highly sensitive, requiring special consideration and botanical surveys. As shown on Figure 8, these areas are found throughout the coastal zone but are primarily found within the forest-front zone along Asilomar Avenue and within the Asilomar Dunes.

The forest-front zone is identified as C-8 on the Habitat Sensitivity Map. This zone includes all native vegetation within 100 feet of the (advancing) inland edge of the high dune. As the dune/forest interface changes due to advancing or regressing dunes, potential endangered species habitat may be affected. Thus development within the C-8 zone is subject to specific

development regulations found in the *Pacific Grove LCP Land Use Plan*.

The most sensitive sand dune complex is found between the Lighthouse Reservation and the Asilomar Conference Grounds, generally referred to as the Asilomar Dunes. These dunes are habitat for five rare or endangered plant and animal species:

- Menzies' wallflower
- Tidestrom's lupine
- Sand gilia
- Beach layia
- Black legless lizard.

SPECIAL COMMUNITY: JULIA MORGAN ARCHITECTURE. As established in the *California Coastal Act*, special communities maintain unique qualities and are known as popular visitor destinations. The Asilomar Conference Grounds contain 11 buildings designed by the pioneering architect Julia Morgan. These structures create a special community, worthy of protection from incompatible new development.

WATER AND MARINE RESOURCES. Waters along the Pacific Grove coastline contain rich and diverse marine habitat. In 1972, the California Department of Fish and Game established Marine Reserves and Refuges to protect, preserve, and restore special marine and estuarine environments for the use and benefit of the public. To date, there are 53 reserves and refuges along the California coast.

As discussed below and illustrated in Figure 9, the following resources along the Pacific Grove coast are protected and controlled by local and state regulations, and are thought to hold special importance.

Pacific Grove Marine Gardens Fish Refuge. The Pacific Grove Marine Gardens Fish Refuge was established in 1972. As amended in 1984, the Refuge extends from the southerly city limit at Spanish Bay to about 3rd Street, and from the line of highest tide to where the water depth is 60 feet, as measured from the level of mean low tide. This Refuge provides a rich marine environment to scuba divers from all over the state. Within Pacific Grove, these divers frequent the waters between Acropolis Street and Lovers Point. The most popular access is Coral Street beach.

Pursuant to Section 10660 of the *Fish and Game Code*, fish (other than mollusks and crustaceans) may be taken under the authority of a sport fishing license; marine life may be taken for scientific purposes under the authority of a scientific collectors permit.

Hopkins Marine Life Refuge. The Hopkins Marine Station was designated as a Marine Life Refuge in 1972. As amended in 1984, this Refuge extends from about 3rd Street to the Monterey city limit and from the line of highest tide to where the water depth is 60 feet (as measured from the level of mean low tide). Pursuant to Section 10657.5 of the *Fish and Game Code*, it is illegal to enter the property with the intent of taking or possessing any fish or marine plants from this Refuge.

Area of Special Biological Significance. In April, 1974, the State Water Resources Control Board passed Resolution No. 74-28 adopting the designation of *Areas of Special Biological Significance* (ASBS). Such a designation recognizes that particular biologic communities exist within a specific area which hold extraordinary value and warrant special protection, including preservation and maintenance of their natural condition. Within these areas, no risk of change to their environment is acceptable, unless as part of the natural process. The Hopkins Marine Life Refuge and a portion of the Pacific Grove Marine Gardens Fish Refuge have been designated as an ASBS.

Crespi Pond. Crespi Pond is located in the Point Pinos Lighthouse Reservation. The Pond was originally a vernal pool, receiving water only during the winter rains. With the construction of the Pacific Grove Municipal Golf Course, this pond was converted to a fresh water marsh. A variety of coastal marsh birds frequent Crespi pond, including rail, coot, ducks, and shorebirds.

SCENIC RESOURCES. The scenic appearance of the coast shapes public perception and appreciation of the coastal area. Views of the coast from public roadways and other public viewing areas are valuable coastal resources. The Pacific Grove coastline provides numerous scenic resources, including generally continuous unobstructed views along Ocean View Boulevard and Sunset Drive. In addition to these coastal views, remaining vacant land in the Asilomar Dunes residential area creates a soft contrast between the existing development and the surrounding dunes.

As established in the *Pacific Grove LCP Land Use Plan*, Figure 10 illustrates the location of scenic resources in Pacific Grove, including:

- land seaward of Ocean View Boulevard and Sunset Drive;
- Point Pinos Lighthouse Reservation;
- lands fronting the east side of Sunset Drive;
- the forest-front zone; and
- dune lands within the Asilomar Conference Grounds.

ARCHAEOLOGICAL RESOURCES. The entire coastal zone has been identified as archaeologically sensitive, containing prehistoric and historic deposits. The prehistoric deposits contain artifacts from Ohlone and Costanoan Indian occupation, dating back a few thousand years. Historic deposits relate to a Chinese village and cemeteries.

NATURAL HAZARDS. Large winter waves and bluff erosion create major natural hazards along the Pacific Grove coastline. Since the Pacific Grove shoreline is primarily granite, it erodes slowly. As illustrated in Figure 3, structural improvements such as sea walls and riprap have been installed to minimize erosion.

Wall construction is evident along the coast from the west side of Lovers Point to the Coral Street beach. These walls break the force of incoming ocean waves and limit shoreline erosion. Sea walls must be able to resist the lateral forces of material such as sand or boulders behind the wall, as well as forceful waves in front of the wall.

Past erosion patterns have produced channels, or swales, in the rock surface. More recently, these swales have been filled with deposits of sand and loose boulders. Many walls have been constructed over these channels, creating a potentially unstable condition. Below is a brief assessment of the condition of the five major sea walls along the Pacific Grove coast.

Lovers Point (East). Sea walls located east of Lovers Point are in good shape. In some locations, riprap has been used to prevent shoreline erosion. Given its location along the Monterey Bay, this part of the coast is less exposed to ocean waves than other parts of the coast. To ensure the stability of these walls, surface drainage should be improved behind them.

Lovers Point (West). The base of the wall immediately west of Lovers Point is nearly unsupported in some segments, and has been seriously undercut by wave action and perhaps by piping from seepage water. Sand and large rock that may have been at the base of the wall are no longer evident, exposing the soil and rock on which the wall rests. Although the wall itself seems to be in good condition, it may not survive under heavy rains or waves.

Sea Palm Parking Lot. The wall adjacent to the Sea Palm parking lot is the most unstable of any of the structures. Its base has already failed and is rotating toward the beach, with evidence of shearing and translation. The wall has a corrugated metal drain pipe in the lower part which was probably once meant to drain a natural channel. Movement of the wall during rotation may have separated or sheared this drain pipe, allowing large amounts of water runoff to enter the soil behind the wall, leading to further instability.

Hayes Perkins Park/Otter Point. Walls along Otter Point and Hayes Perkins Park (between Siren and Beach Streets) are more exposed to waves than those further east. Some undercutting or scouring has occurred along this segment. Although the condition is not as severe as that west of Lovers Point, these walls require immediate attention.

Coral Street Beach. The wall along the Coral Street beach appears to have been built on sand, with little rock support. Both scouring and piping has occurred, with some rotation of the wall toward the beach. This is due to the loss or lack of rock support beneath the wall. However, the low height of wall reduces the severity of this problem.

GROUND SQUIRRELS. Many Beechey ground squirrels live along the coast. While these squirrels attract crowds and appear friendly, their presence is eroding the coastal bluffs, particularly between Otter Point and Lovers Point where a network of burrows is evident. During severe rainstorms, these holes slowly wash away with heavy storm runoff, undermining the foundation of the coastal bluffs.

TREE ALOES. The growth pattern of Tree Aloe, located between the Esplanade on the west and Lovers Point on the east, can

undermine the strength of the coast if planted near the edge. As a succulent, these plants tend to absorb and retain moisture. Being shallow rooted, the Tree Aloe can fall over and into the water under the weight of its moisture, further eroding the coast.

MAJOR ISSUES

The above findings raise certain issues. Recognizing and understanding these issues lays a foundation for future planning and designing opportunities in the coastal parks planning area.

CHARACTER OF THE COAST

The existing Pacific Grove coastline provides three very different visual and aesthetic coastal experiences: urban park, garden park, and rugged coast. The desire to retain these different characters has been clearly stated during workshops and interviews with residents, visitors, and city staff.

PRESERVATION VS. PUBLIC USE

While coastal resources must be protected, they must also be made available for public use wherever possible. A proper balance must be achieved. In some areas this may not be possible due to the presence of sensitive coastal resources. In other areas, public access may be limited by natural conditions such as steep topography, water and marine refuges, environmentally sensitive habitat, and scenic and archaeological resources.

BARRIERS TO ACCESS

Access to the coast for people using wheelchairs is easiest from off-street parking areas, where they can enjoy coastal views and can access trails. It is often difficult to reach trails from on-street parking areas due to the lack of adequate curb cuts and sidewalks, and the presence of vehicular traffic.

Poor trails are a hazard to people of limited mobility, whether they are wheelchair riders or not. If the trails are not wide enough, or if they are too steep or uneven, then trails cannot safely accommodate people of limited mobility. If the surface of the trail is too sandy or rocky, ease of mobility will be further restricted.

In general, wheelchair riders are limited to the Monterey Peninsula Recreation Trail and trails within the Asilomar State Beach. With more difficulty, wheelchair riders negotiate the narrow and unevenly sloped trails between Lovers Point and Otter Point. But trails between Otter Point and the Lighthouse Reservation are too narrow for wheelchairs.

A VARIETY OF USERS

The Pacific Grove shoreline serves a variety of recreational users, including walkers, joggers, bicyclists, skaters, skateboarders, people using wheelchairs, divers, surfers, picnickers, and beachcombers. Although such diversity fosters exciting activity along the coast, it can also be dangerous. Skaters and skateboarders can endanger people of limited mobility or those

using wheelchairs; joggers and walkers can be disruptive to bicyclists. Divers need staging areas, which may be disruptive to walkers. A balance between diversity and compatibility is best achieved by understanding the different needs and preferences of various users.

LACK OF TRAILS

Trails are lacking in a number of locations, sometimes creating dangerous conditions for pedestrians. In Lovers Point and the Sunset/Crocker commercial area, pedestrians must use narrow, often crowded sidewalk. At the Esplanade, Lighthouse Reservation dunes, and Rocky Shores, trail users are forced to walk in the street. Also, pedestrians must walk around parked and moving vehicles both in the Sea Palm parking lot and in the unimproved parking areas between Coral Street and Point Pinos. There are no specified trails around or through the parking areas.

NARROW TRAILS

Many segments, particularly between Point Pinos and Hayes Perkins Park, the width of the trail narrows to less than a foot and is often severely encroached by ice plant. Under these conditions, it is difficult for trail users to pass one another without damaging the surrounding vegetation.

At Otter Point and the Coral Street beach, the trail is very narrow. Pedestrians are forced to walk along the adjacent sea wall, often risking a very dangerous 5-15 foot fall onto rocks or into the Bay.

NEED TO COMPLETE THE BIKEWAYS PLAN

Phases I and II of the *Pacific Grove Bikeways Plan* have been constructed. Implementation of Phase III is needed to complete

the 3.65-mile segment of the Monterey Peninsula Recreation Trail through the City of Pacific Grove.

AMOUNT AND LOCATION OF PARKING

To minimize street crossings, people often park on the seaward side of Ocean View Boulevard and Sunset Drive. This arrangement improves the safety of visitors arriving by car because they do not have to cross the street. But it can also create a continual line of parked cars, obscuring views of the coast for other motorists.

During most weekends and holidays, parking areas are completely filled. Although parking is clearly necessary, parked vehicles detract from the views of the ocean.

INEFFICIENT PARKING IN UNIMPROVED AREAS

Parking in the existing unimproved areas is generally disorganized, haphazard, and inefficient. Moreover, pedestrians are at risk while walking through the parking areas.

SHORTAGE OF RESIDENTIAL PARKING

Due to the high demand for parking in the Lovers Point area, local residents are often unable to park during the day, especially on weekends and holidays.

LOSS OF SENSITIVE HABITAT

Over the years, encroachment by non-native, invasive plant species and heavy use by visitors have damaged the Asilomar Dunes and coastal bluffs, threatening the habitat of rare and endangered plant and animal species. To avoid further degradation, the location of future trails and parking will require

detailed study to specifically avoid rare and endangered plant and animal species and their habitat.

The split-rail and rope fencing along the Asilomar State Beach has controlled access to the dunes. However, since the Lighthouse Reservation dunes do not have similar controls or signs to guide visitors around sensitive habitat areas, major portions of these dunes have been damaged.

NEED FOR A CONSERVATION EASEMENT PROGRAM

Future conservation easements within the Asilomar Dunes residential neighborhood will fall under the jurisdiction of the city. A program is needed to establish a management and monitoring mechanism to ensure compliance with recorded easement agreements. Such a program should establish methods to administer, monitor, and enforce the maintenance of recorded conservation easements.

NEED FOR A SEA WALL PROGRAM

Change is an inherent feature of the coast. Wind, rain, waves, and tides will, over time, naturally cause erosion. Sea walls in Pacific Grove have been constructed to reduce potential erosion, as funds have permitted. However, a comprehensive sea wall program is lacking. Such a program could:

- catalog conditions of existing sea walls;
- identify areas in most need of repair and protection; and
- define specific policies to guide future protection of the coast.

USE AND LOCATION OF FENCES

Recently, fences have been installed along the Asilomar State Beach to protect sensitive habitat areas, to help restore damaged dune vegetation, and to direct visitors to the coastal trails. The recently installed fences are about three feet high and consist of a rustic split-rail and rope fencing. Installing fences along sensitive coastal bluff areas might prevent further degradation of dune habitat. The design and location of fences should:

- minimize view obstruction;
- be subordinate to the natural setting; and
- be used to direct and educate visitors.

TYPE AND LOCATION OF SIGNS

Signs are located throughout the coastal area. Most warn visitors of dangerous surf and waves, or identify natural features along the coast. Additional signs could be posted to identify sensitive habitat, describe certain marine features, and direct pedestrians and vehicles. Signs could be posted at key destination points, such as Lovers Point, Otter Point, and Point Pinos. Any additional signs should be compatible with the character, size, and location of existing signs.

APPROPRIATE LIGHTING

Most residents along the coast oppose additional street lighting because the glare interrupts views at night and utility poles are ugly. There seems to be little demand for additional lighting because the coast is rarely used at night. If exterior lighting is needed for safety, it should be designed to minimize visual impact by using low mounted, non-glare lights.

RANDOM PARKING OF TOUR BUSES

Tour buses make many unscheduled stops along Ocean View Boulevard, tying up traffic and blocking views. This pattern is particularly apparent between Lovers Point and Hayes Perkins Park, where tourists frequently leave the bus to take photographs and enjoy the scenery.

POTENTIAL GREENHOUSE EFFECT

The "Greenhouse Effect" is the warming of the earth's temperature due to the trapping of gases in the atmosphere. As the earth warms, polar caps melt and the ocean level rises. Although this phenomenon has been studied extensively, unresolved issues include how fast and how high the sea level will rise. For planning purposes, the Greenhouse Effect is expected to have little impact on the Pacific Grove coastal zone in the next 20 years.

OPPORTUNITIES

The issues identified above present the following opportunities for planning and designing the Pacific Grove coastal park area. These opportunities are illustrated in Figure 11.

PRESERVE THE CHARACTER

Much of the Pacific Grove shoreline is developed. Future planning and design of the area should therefore concentrate on enhancing existing qualities and preserving the natural conditions of the beaches, waters, and vegetation. Minimal improvements would include widening and resurfacing existing trails, and reconfiguring parking areas to increase capacity.

CONNECT MISSING TRAIL SEGMENTS

LOVERS POINT. A trail is needed to connect the Monterey Peninsula Recreation Trail with trails west of Lovers Point. An at-grade wheelchair accessible connection adjacent to the volleyball court (on the seaward side) would enable trail users to continue along the coast without using the public sidewalk along 17th Street.

ESPLANADE CONNECTION. The two incomplete parts of the footpath near the Esplanade must be constructed to eliminate the existing hazardous condition. Construction of the missing trail segment immediately east of the Esplanade would require removing about five existing Tree Aloe.

PARKING AREAS. Trails are needed through the Sea Palm parking lot and along the unimproved parking areas between Coral Street and Point Pinos. These trails will greatly reduce existing pedestrian/vehicle conflicts. Clearly defined boundaries should be established between the trails and parking areas to improve safety.

LIGHTHOUSE RESERVATION. The designation of trails is needed to discourage indiscriminate travel within the Lighthouse Reservation dunes. Fences may be needed to control and restrict access to this area.

ROCKY SHORES. Public acquisition of the Rocky Shores residential area would provide maximum public access to and along the coast. Ultimately it is the City's objective to acquire and maintain these parcels as permanent open space, in recognition of the area's dune habitat and scenic values, and in order to preserve public access to the ocean. To date, the City has acquired two parcels and retained an option agreement on two additional parcels.

If further public acquisition is not feasible, the property owners could be required to dedicate a public access easement as a permit condition. Other options to secure public access through this area include: providing either a trail along Sunset Drive or trails through the proposed development project.

SUNSET/CROCKER COMMERCIAL AREA. A trail is needed along the Sunset/Crocker commercial area to connect trails in the Asilomar State Beach to the Del Monte Forest trail system.

ENSURE A BARRIER-FREE COAST

Existing trails should be widened to four feet and surfaced with decomposed granite. Curbing should not create barriers for people using wheelchairs or people of limited mobility. Where barriers exist, accessways should be established, and constructed of material and slope sufficient for easy maneuvering by those using wheelchairs.

To accommodate people who cannot easily leave their vehicles, designated handicapped parking should be available in all parking areas. Viewing areas with hard-surfaced platforms should be constructed near parking areas and, wherever possible, along the trail system.

COMPLETE THE BIKEWAYS PLAN

DESIGNATE JEWELL AVENUE AS BICYCLE FEEDER. Jewell Avenue could be designated as a feeder bicycle route to connect the existing Class I Bikeway at Ocean View Boulevard/17th Street with the Class II Bikeway at Rocky Shores. This connection would provide an alternative bicycle-loop route for local bicyclists and commuters.

PURSUE PHASE III. Phase III of the *Pacific Grove Bikeways Plan* should be implemented. Completion of the *Bikeways Plan* would further the bikeway goals of the county.

IMPROVE EFFICIENCY OF UNIMPROVED PARKING AREAS

Unimproved parking areas along Ocean View Boulevard, between Point Pinos and Coral Street, could be redesigned to increase capacity and minimize existing pedestrian/vehicle conflicts. The appearance of these parking areas should not detract from the natural beauty of the coast. To avoid an "urban" parking lot appearance, boulders or railroad ties could be used to delineate parking spaces and improve capacity. When larger parking areas are needed, they should be broken into smaller areas using plantings and other landscape elements. These parking areas should be surfaced with a durable material, such as decomposed granite, which will not wash away during heavy storms.

LOCATE PARKING POCKETS TO MAXIMIZE VIEWS

Parking along Ocean View Boulevard and Sunset Drive should be limited to smaller, separate parking pockets. The organization of dispersed parking pockets will reduce visual impacts caused by endless rows of parked cars. It will also direct people to the shoreline along designated trails, thus minimizing disruption to sensitive habitat. On-street parking should be sited to minimize visual impacts and to maintain broad views along the Pacific Ocean and Monterey Bay.

IDENTIFY POSSIBLE ADDITIONAL PARKING AREAS

TICKLE PROPERTY. As parking demands increase, use of the Tickle property, immediately west of Chase Park and within one

block of Lovers Point, should be pursued for additional public parking.

COAST GUARD PROPERTY. Use of the abandoned city treatment plant and Coast Guard property near the existing foghorn should also be pursued as parking demands increase. (Note: This opportunity requires further study due to noise impacts associated with the foghorn.)

ESTABLISH RESIDENTIAL PARKING PERMITS

Residential permit parking could be instituted along the inland side of Ocean View Boulevard between Sea Palm Avenue and 17th Street to alleviate the parking shortage for adjacent residents. Although this arrangement would leave fewer spaces for coastal visitors during certain times, conversion of the Tickle property to public parking would sufficiently compensate the loss.

RESTORE DUNE/COAST AREAS

Consistent with conservation efforts in Asilomar State Beach, the existing dunes and coastal bluff should be restored to their original vegetation, wherever reasonable and feasible. Exposed areas and areas of recent die-back should be revegetated with non-invasive, native vegetation. Areas damaged by pedestrians, vehicles, and ground squirrels should be rehabilitated to their natural state.

Vehicle barriers such as boulders or railroad ties could be installed along Sunset Drive and Ocean View Boulevard to restrict parking in sensitive habitat areas or areas needing restoration. These restrictions would result in parking pockets, allowing view openings or "scenic windows" for motorists and bicyclists.

Future trails should be sited to avoid potential trampling of sensitive habitat. The habitat of rare and endangered plant and animal species should be protected where possible. A botanical consultant should determine the specific location of trails before construction. Boardwalks could be used to minimize disturbances to sensitive habitat and archaeological areas.

ESTABLISH A CONSERVATION EASEMENT PROGRAM

The City should establish a program to administer, monitor, and enforce conservation easements within the Asilomar Dunes residential neighborhood. The size and location of sensitive habitat areas is likely to grow as restoration becomes more widespread. To document and update this information, a monitoring program could be established.

ESTABLISH A SEA WALL PROGRAM

A comprehensive sea wall program should be implemented to ensure continued maintenance of existing sea walls and to identify areas needing sea walls. The program could document the condition of existing sea walls, identify target areas for construction and maintenance, and monitor eroding areas.

PROTECT ARCHAEOLOGICAL RESOURCES

A number of archaeological sites have been found within the coastal zone. More resources may be found during construction of trails and parking areas. If so, activity should halt until a qualified archaeologist can review the site and determine its archaeological importance. If the findings are significant, adequate mitigation would be needed before any resumption of work. The location of trails should also be subject to field verification by an archeologist.

IDENTIFY APPROPRIATE TYPE AND LOCATION OF SIGNS

Signs could be used to identify appropriate public access points, and fences and boulders used to prevent access to sensitive dune areas. Signs could also educate the public about restoration projects, and the need to stay on trails and away from surrounding habitat. The design and location of signs should not detract from the natural setting. A review process should be established to guarantee this.

DESIGNATE RAILROAD RIGHT-OF-WAY FOR TRAIL USE

The existing Southern Pacific Railroad right-of-way was once considered as a possible bicycle route. However, problems regarding public access through the Pacific Grove Municipal Golf Course arose early in the planning process. Consequently, this right-of-way is no longer considered available as a major improved bikeway. Given the complexity of building a bicycle trail through the Southern Pacific Railroad property, the informal dirt trail should remain.

ROCKY SHORES:
 set forth in the Pacific Grove LCP
 and Use Plan (Section 3.4.5.4), it is
 the City's objective to permanently
 maintain this area as open space.



PRIVATE LAND

- COMMERCIAL
- RESIDENTIAL
- INSTITUTIONAL

PUBLIC LAND

- PACIFIC GROVE SHORELINE PARK
- LIGHTHOUSE RESERVATION
- ASILOMAR STATE BEACH AND CONFERENCE GROUNDS

FIGURE 1
 LAND USE

CITY OF PACIFIC GROVE COASTAL PARKS PLAN

SEDWAY COOKE ASSOCIATES
 Urban and Environmental Planners and Designers

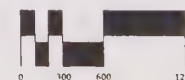




FIGURE 2
CHARACTER OF THE COAST

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN

SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers

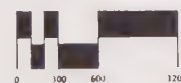
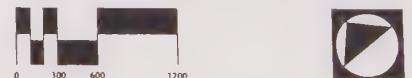
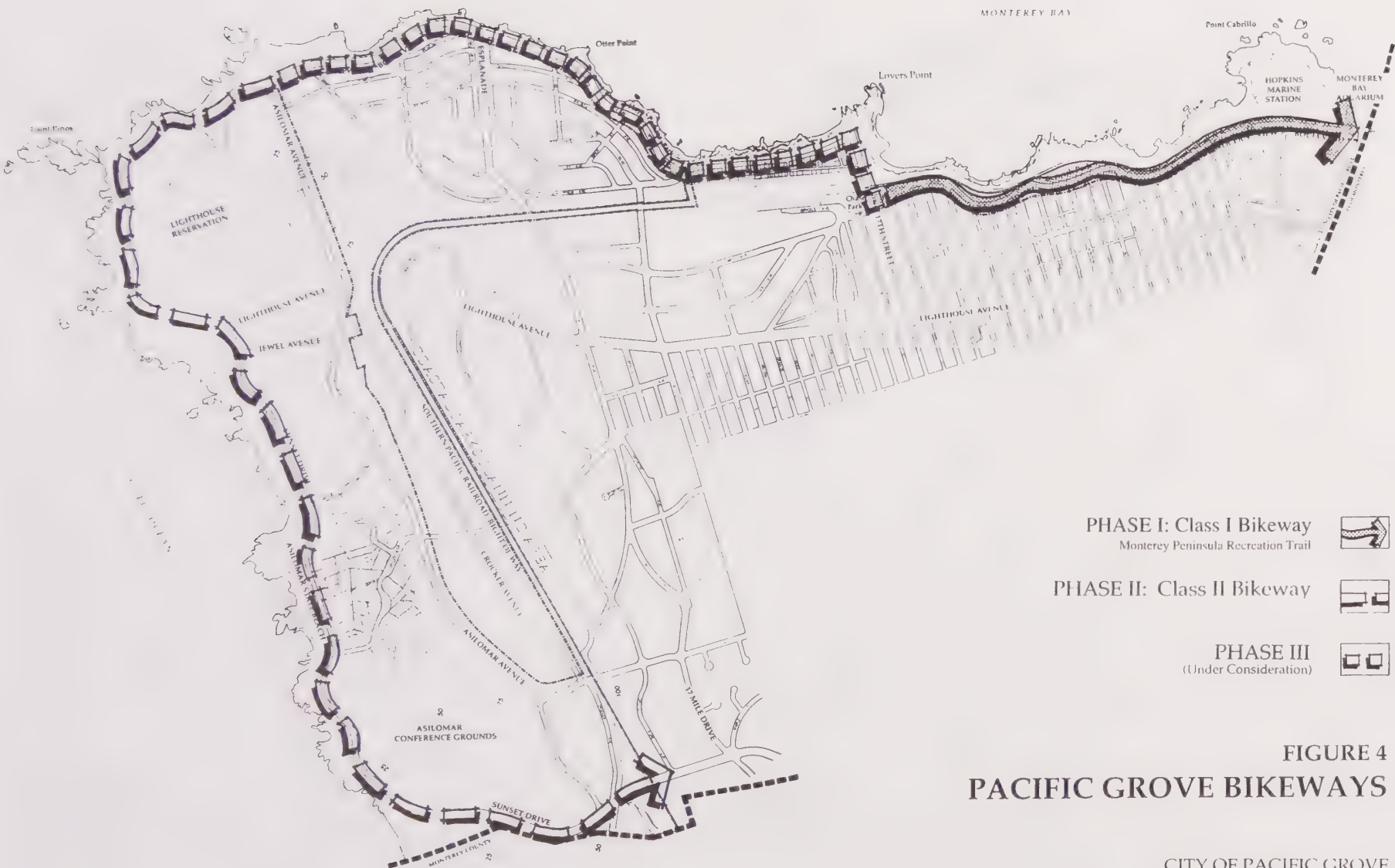




FIGURE 3
ACCESS

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers





PHASE I: Class I Bikeway
Monterey Peninsula Recreation Trail



PHASE II: Class II Bikeway



PHASE III
(Under Consideration)

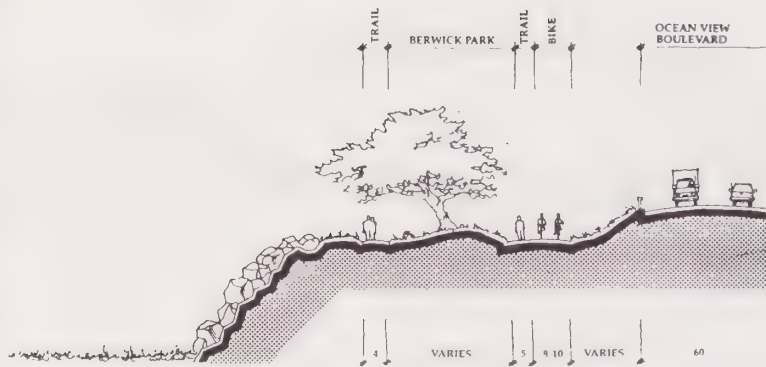


FIGURE 4
PACIFIC GROVE BIKEWAYS

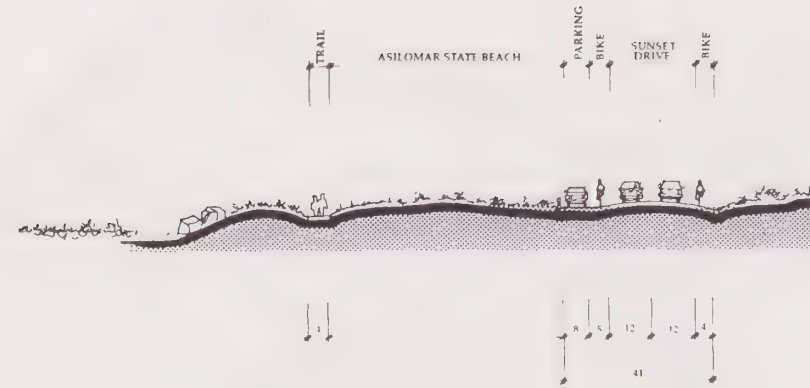
CITY OF PACIFIC GROVE
COASTAL PARKS PLAN

SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers

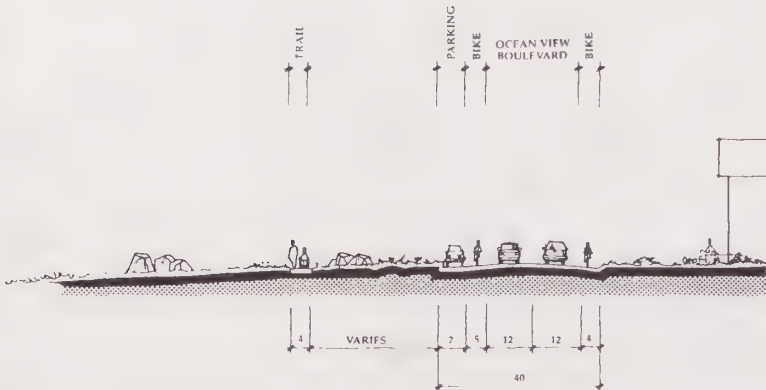




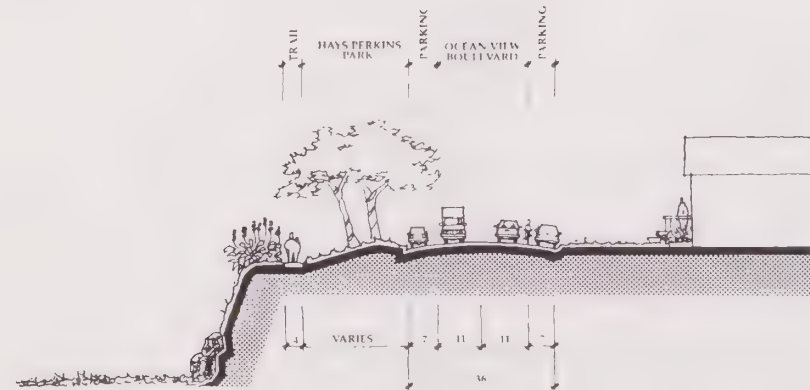
CLASS I BIKEWAY



CLASS II BIKEWAY



CLASS II BIKEWAY



CLASS III BIKEWAY

FIGURE 5
TYPES OF BIKEWAYS



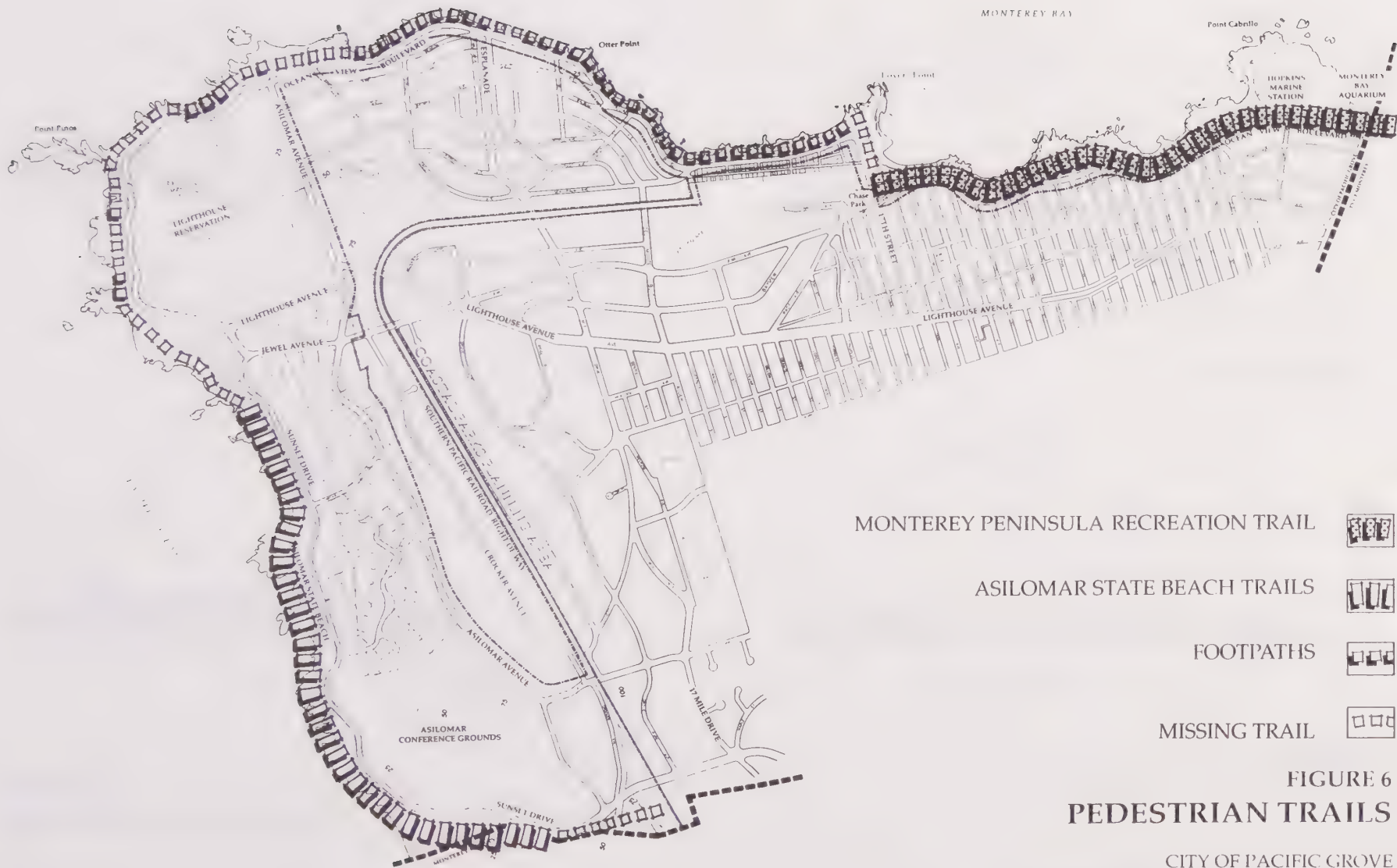


FIGURE 6
PEDESTRIAN TRAILS

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN

SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers



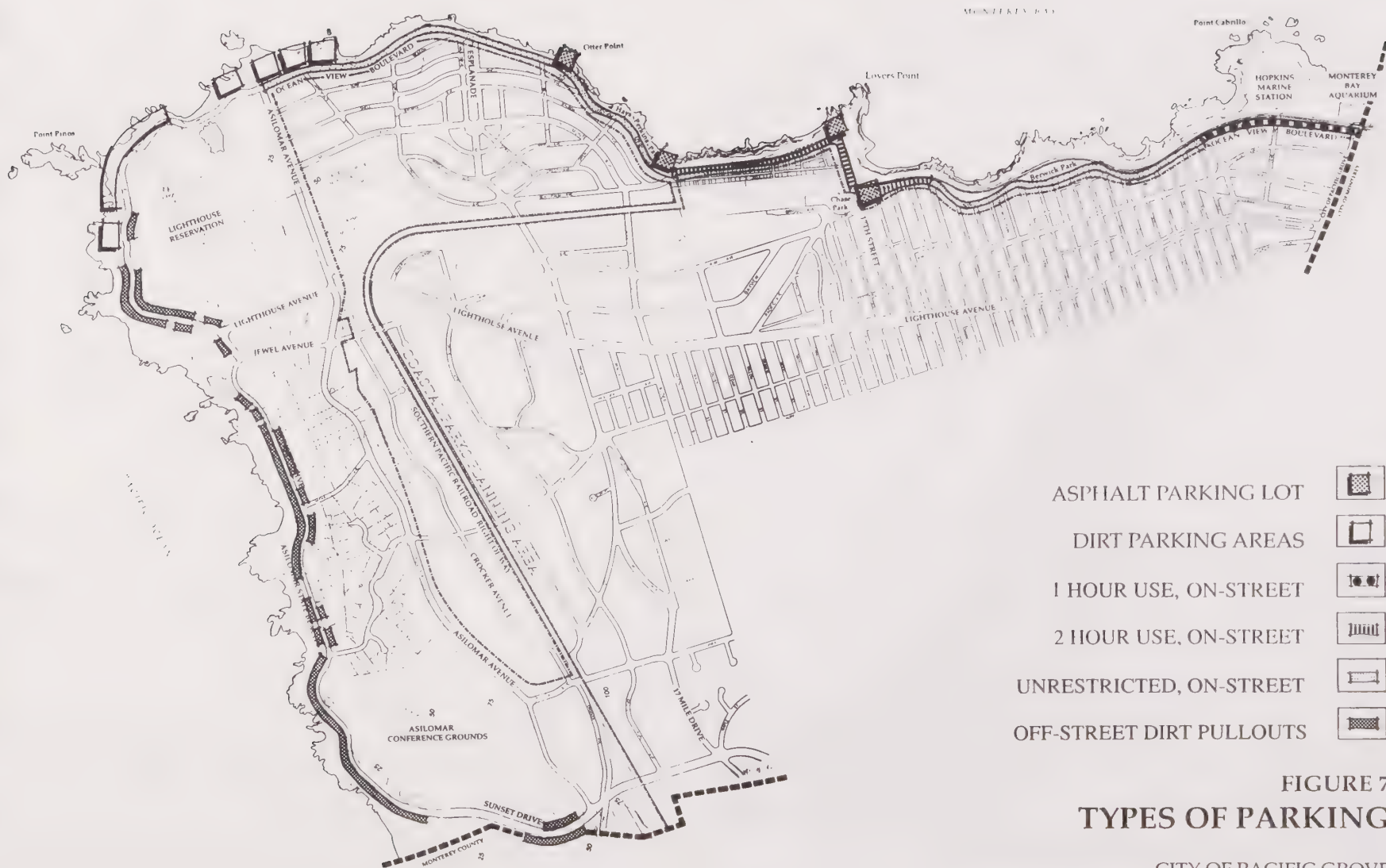


FIGURE 7
TYPES OF PARKING

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers

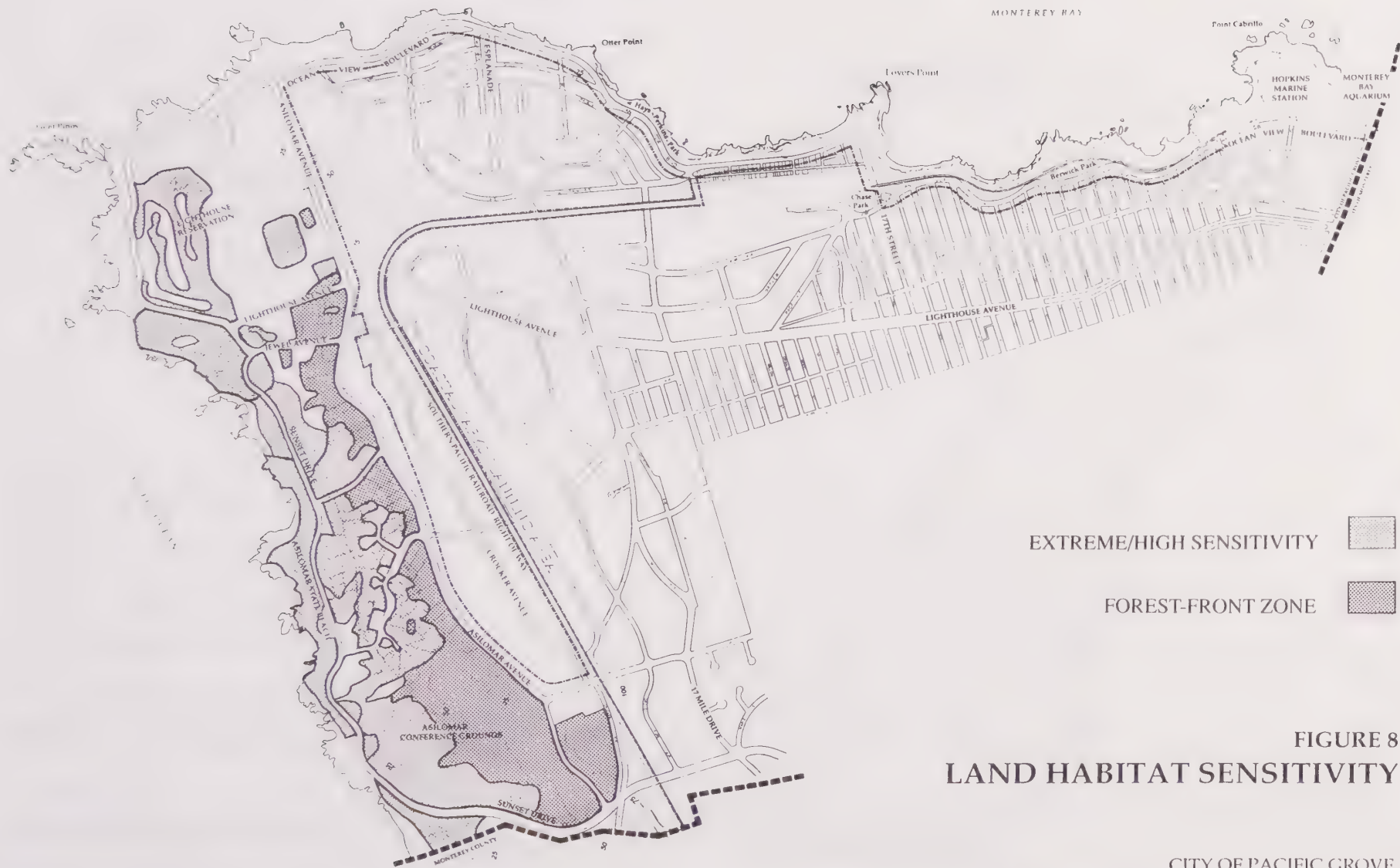


FIGURE 8
LAND HABITAT SENSITIVITY

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers



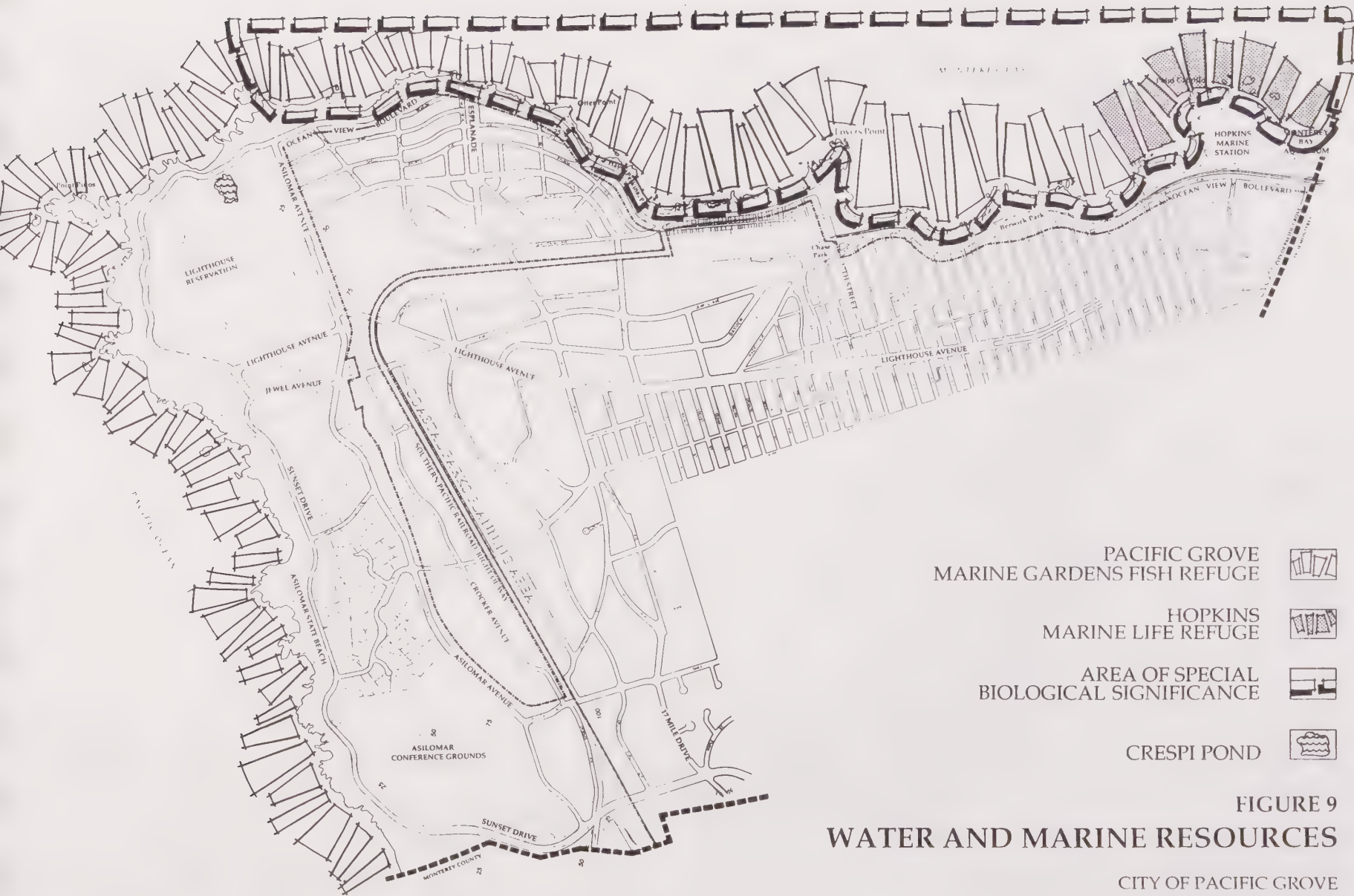


FIGURE 9
WATER AND MARINE RESOURCES

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN

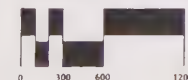
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers





FIGURE 10
SCENIC RESOURCES

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN
SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers



PRESERVE THE CHARACTER
OF THE COAST

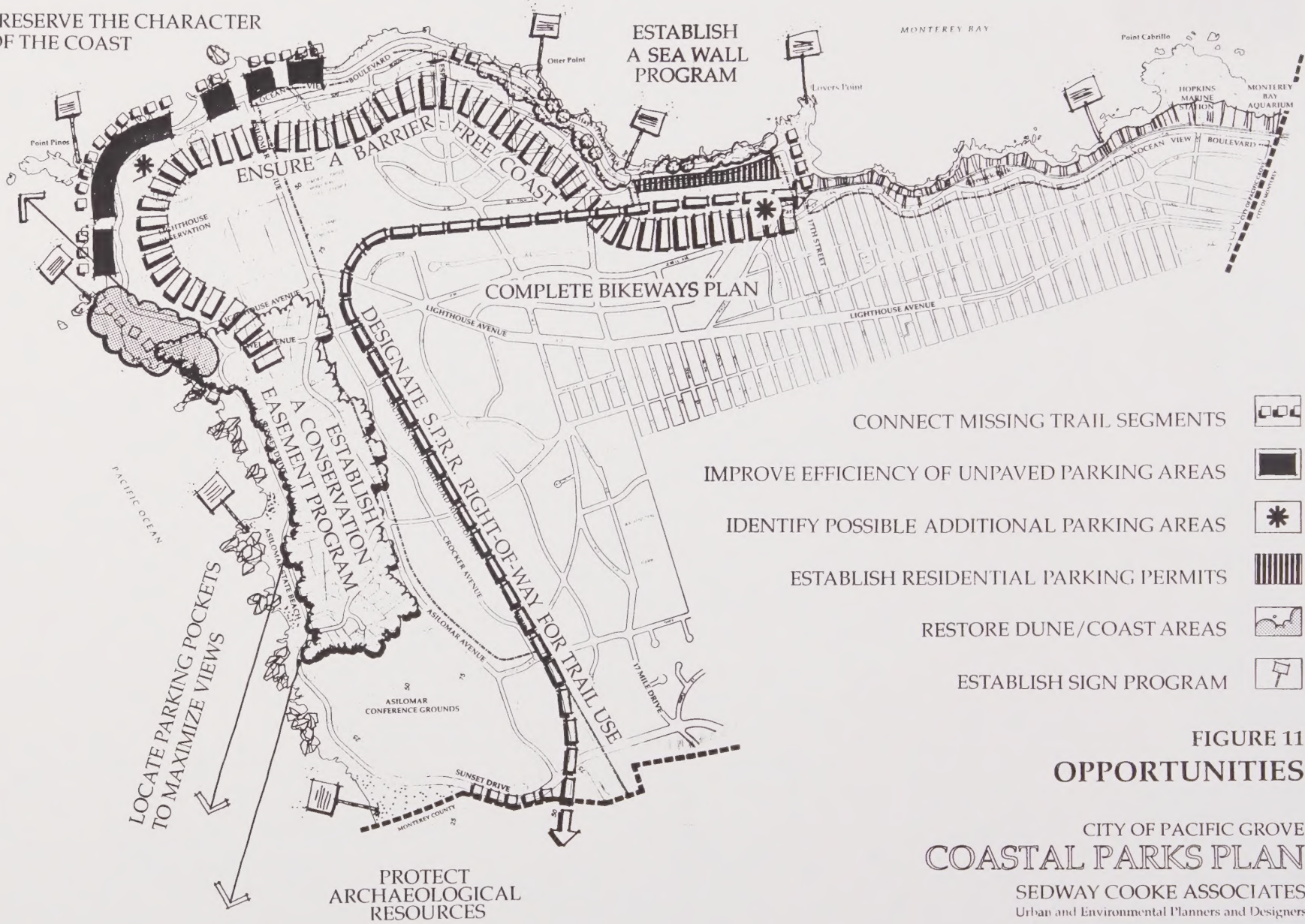
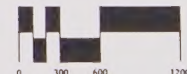


FIGURE 11
OPPORTUNITIES

CITY OF PACIFIC GROVE
COASTAL PARKS PLAN

SEDWAY COOKE ASSOCIATES
Urban and Environmental Planners and Designers





U.C. BERKELEY LIBRARIES



C124916155

